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ABSTRACT

This lesson plan can help teachers and students understand what happened on December 7, 1941, beginning with the first U.S. treaty with Japan in 1854 through the attacks in 1941. Students use primary sources to synthesize information and draw conclusions about the role of the U.S. Navy in foreign policy and to understand how people in 1941 reacted to the bombing of Pearl Harbor (Hawaii). The lesson plan is designed for upper middle and high school students and consists of four sections: (1) "Permanent Friends: The Treaty of Kanagawa" (Treaty of Kanagawa; Teacher Information Sheet; Student Work Sheet; Fact Sheet: Commodore Matthew Perry); (2) "This Is Not a Drill" (Newspaper Publishing Teacher Information Sheet; A Moment in Time Photographs in Action (three)); and (Recalling Pearl Harbor: Oral Histories and Survivor Accounts (seven); Timeline and Action Reports (three)); (3) "The Aftermath" (Teacher Information Sheet; five Photographs; Action Report: USS Ward; Damage Reports: Ships; Fact Sheet Pearl Harbor); and (4) "A Date Which Will Live in Infamy" (President Franklin D. Roosevelt's Pearl Harbor Speech; Student Worksheet). (BT)

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The Date That Lives in Infamy: Pearl Harbor Lesson Plans

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The Date That Lives in Infamy: Pearl Harbor Lesson Plans

Since the attacks on September 11, 2001, we all have been drawn to examine similar events in our past. The lesson plans provided for you will help you and your students to understand what happened on December 7, 1941. Beginning with the first American treaty with Japan in 1854 though the attacks in 1941, students will use primary sources to synthesize information and draw conclusions about the role of the U.S. Navy in foreign policy and to understand how people in 1941 reacted to the tragic bombing of Pearl Harbor.

These lesson plans are geared towards upper middle and high school students.

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Permanent Friends: The Treaty of Kanagawa

Objectives

Students will:

- Learn about foreign relations between Japan and the United States in the 19th century.
- Discuss the impact of the "Treaty of Kanagawa".
- Begin to understand events leading up to the Japanese attack on Pearl Harbor.

Resources / Materials

- **Primary Document: "The Treaty of Kanagawa"**. Attached and at http://www.history.navy.mil/branches/teach/pearl/kanagawa/friends5.htm
- **Teacher Information Sheet**. Attached and at http://www.history.navy.mil/branches/teach/pearl/kanagawa/friends2.htm
- **Student Worksheet.** Attached and at http://www.history.navy.mil/branches/teach/pearl/kanagawa/friends3.htm

Fact Sheet

- **Commodore Matthew C. Perry.** Attached and at http://www.history.navy.mil/branches/teach/pearl/kanagawa/friends4.htm

Classroom Activities

Japan - a country in isolation

1. Using the Teacher Information Sheet as a reference, begin a class discussion on the status of Japan during the early 19th century. Then ask your students how these two nations might establish a new relationship.

The Treaty of Kanagawa

1. Divide the class into small groups and ask students to read the Treaty of Kanagawa. As they read the Treaty, ask students to focus on Article I concentrating on the idea of "permanent friends." Students will gain a deeper understanding of the treaty using a worksheet.

2. In these groups, ask students to imagine that they were alive in 1854 and present at the signing of this Treaty. Discuss the mindset of the two nations as they signed the treaty. Why did they want this treaty signed? Space is available on the student worksheet for students to jot down their ideas. Encourage students to come up with at least 2 points for both nations.

Reasons for signing this treaty

Japan	U.S.
• Did not want conflict with the United States - knew their military strength was inferior • Wanted to settle the matter quickly	• Needed a coaling station for U.S. ships while in East Asia. • Sought to open the doors of this isolated country for future trade. • Desired protection for shipwrecked sailors in Japan.

Follow-up / Extended Activity

4. Ask students to research the events leading towards the Japanese attack on Pearl Harbor, by following up on the events after the signing of the Treaty of Kanagawa.

Students should grasp the following points:

- After the treaty was signed, Japan grows and expands trade with many nations.
- Japanese victory in the Russo-Japanese War establishes them as a major force in world affairs.
- U.S. expands its boundaries after Spanish-American War into the Pacific.
- Japan feels presence of European colonial powers in Asia.

Japan then expands into Southeast Asia in the early 20th century

Museum Visit

Upon your visit to the Museum, be sure to see "Commodore Perry and the Opening of Japan" exhibition. You and your students will be able to see the Japanese and the United States reaction towards each other when they first meet during Perry's initial visit to Japan. Moreover, you will be able to see some of the Japanese items that were brought back to the United States from Perry's voyage.

Treaty of Kanagawa, March, 31, 1854

The United States of American and the empire of Japan, desiring to establish firm, lasting and sincere friendship between the two nations, have resolved to fix, in a manner clear and positive by means of a treaty or general convention of peace and amity, the rules which shall in future be mutually observed in the intercourse of their respective countries; for which most desirable object the President of the United States has conferred full powers on his commissioner, Matthew Calbraith Perry, special ambassador of the United States to Japan and the august sovereign of Japan has given similar full powers to his commissioners, Hayashi-Daigaku-no-kami, Ido, Prince of Tsus-Sima; Izawa, Prince of Mmimasaki; and Udono, member of the Board of Revenue.

And the said commissioners after having exchanged their said full powers and duly considered the premises, have agreed to the following articles:

Article I – There shall be a perfect, permanent and universal peace, and a sincere and cordial amity, between the United States of American on the one part and between their people, respectfully, (respectively,) without exception of persons or places

Article II – The port of Simoda, in the principality of Idzu and the port of Hakodadi, in the pricipality of Matsmai are granted by the Japanese as ports for he reception for American ships, where they can be supplied with wood, water, provisions and coal, and other articles their necessities may require, as far as the Japanese have them. The time for opening the first named port is immediately on signing this treaty; the last named port is to be opened immediately after the same day in the ensuing Japanese year.

Note- A tariff of prices shall be given by the Japanese officers of the things which they can furnish, payment for which shall be made in gold, and silver coin.

Article III – Whenever ships of the United States are thrown or wrecked on the coast of Japan, the Japanese vessels will assist them, and carry their crews to Simoda or Hakodadi and hand them over to their countrymen appointed to receive them. Whatever articles the shipwrecked men may have preserved shall likewise be restored and the expenses incurred in the rescue and support of Americans and Japanese who may thus be thrown up on the shores of either nation are not to be refunded.

Article IV – Those shipwrecked persons and other citizens of the United States shall be free as in the other countries and not subjected to confinement but shall be amenable to just laws.

Article V – Shipwrecked men and other citizens of the United States, temporarily living at Simoda and Hakodadi, shall not be subject to such restrictions and confinement as the Dutch and Chinese are at Nagasakil but shall be free at Simoda to go where they please within the limits of seven Japanese miles from a small island in the harbor of Simoda, marked on the accompanying chart hereto appended; and shall in like manner be free to

go where they please at Hakodadi, within limits to be defined after the visit of the United States squadron to that place.

Article VI – If there be any other sort of goods wanted or any business which shall require to be arranged, there shall be careful deliberation between the particles in order to settle such matters.

Article VII – It is agreed that ships of the United states resorting to the ports open to them, shall be permitted to exchange gold and silver coin and articles of goods for other articles of goods under such regulations as shall be temporarily established by the Japanese government for that purpose. It is stipulated, however that the ships of the United States shall be permitted to carry away whatever articles they are unwilling to exchange.

Article VIII – Wood, water provisions, coal and goods required shall only be procured through the agency of Japanese officers appointed for that purpose, and in no other manner.

Article IX – It is agreed, that if, at any future day, the government of Japan shall grant to any other nation or nations privileges and advantages which are not herein granted to the United states and the citizens thereof, that these same privileges and advantages shall be granted likewise to the United States and to the citizens thereof without any consultation or delay.

Article X – Ships of the United States shall be permitted to resort to no other ports in Japan but Simoda and Hakodadi, unless in distress or forced by stress of weather.

Article XI – There shall be appointed by the government of the United States consuls or agents to reside in Simoda at any time after the expiration of eighteen months from the date of the signing of this treaty; provided that either of the two governments deem such arrangement necessary.

Article XII – The present convention, having been concluded and duly signed, shall be obligatory, and faithfully observed by the United States of America, and Japan and by the citizens and subjects of each respective power; and it is to be ratified and approved by the President of the United States, by and with the advice and consent of the Senate thereof, and by the august Sovereign of Japan, and the ratification shall be exchanged within eighteen months from the date of the signature therefore, or sooner if practicable.

In faith, whereof, we, the respective plenipotentiaries of the United States of America and the empire of Japan aforesaid have signed and sealed these presents.

Done at Kanagawa, this thirty-first day of March, in the year of our Lord Jesus Christ one thousand eight hundred and fifty-four and of Kayei the seventh year, third month and third day.

Source: Miller, Hunter ed. *Treaties and Other International Acts of the United States of America*. vol. 6 (Washington: Government Printing Office, 1942); 440-442.

Permanent Friends – The Treaty of Kanagawa

Teacher Information Sheet

For Class Discussion

On March 31, 1854, the United States and Japan signed the Treaty of Kanagawa that established a "permanent friendship" between the two nations. This treaty signaled the opening up of the Empire of Japan to foreign visitors and trade.

Japan had been closed to the outside world for 250 years after self-imposed isolation beginning in the 17th century by the Tokugawa Shogunate--Japan's military leaders. The Dutch were the only foreigners allowed to into Japan, but only once a year. During this period of time, Japanese people were forbidden to travel abroad, while foreigners were forbidden to enter Japanese waters. If one was shipwrecked by accident, those foreigners were jailed and some were be killed.

Class Discussion Question: Why do you think the Japanese wanted to isolate themselves from the outside world?

The reasons for the Japanese isolationistic policies were primarily due to the military threats from European nations and the influence of European and American people who spread Christianity and cultures different from the Japanese. The Japanese knew how the Western military dominated many countries, including nearby China.

The empire of Japan flourished at this time, so its leaders did not see the need to establish relationships with the outside world. However, this all changed in 1853 when Commodore Matthew Perry arrived in Edo (now Tokyo) Bay. Others, including Americans, tried to open Japan, but were quickly turned away. Perry's arrival surprised the Japanese because he came with armed warships and was determined to deliver a letter from President Millard Fillmore to the Emperor proposing a treaty.

Class Discussion Question: Why do you think the U.S. wanted to "open up" Japan?

The United States primarily wanted to use Japan as a location for steam ships to restock their coal supply on journeys in the Pacific. The U.S. also wanted to establish regular trade with Japan. Perry's diplomatic skills encouraged the Japanese to accept the President's letter and requests to the Emperor. The Americans show of military strength in Edo Bay worried the Japanese. Ultimately, the persistency of Commodore Perry and the Japanese willingness to compromise produced the Treaty of Kanagawa. It established a permanent

friendship between the two countries, and opened up Japan for the first time in 250 years.

Class Discussion Question: After Commodore Perry left, what do you think happened to Japan? Research the answers.

Permanent Friends – The Treaty of Kanagawa

Student Worksheet

Article I

- How well did both countries adhere to this article?

Article III

- What is the purpose of including this in the Treaty of Kanagawa?
- Who does this article protect?
- What do you think happened before the treaty?
- Which country, Japan or the United States, has the advantage with this article?

Article VIII

- Why is there a specific mention of wood, water provisions, and coal?
- What do you think "goods required" refer to?
- Which country, Japan or the United States, has the advantage with this article?

Article IX

- What is this article actually saying? Summarize in your own words.
- Which country, Japan or the United States has an advantage in this article?

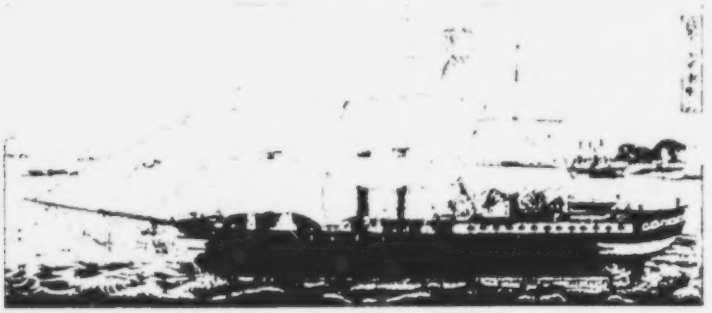
Questions for thought

- What stands out as you read the date at the end of the Treaty?
- Do you think the Treaty favors any one country?
- What do the raw materials illustrate about society in the 19th century?
- How is this treaty advantageous for both the United States and Japan?

Japan	The United States

Fact Sheet: Commodore Matthew C. Perry

- Born in South Kingstown, Rhode Island on April 10, 1794.
- Embarked in a naval career as midshipman at the age of fifteen.
- Advanced to the rank of Lieutenant in 1813.
- In 1837, Perry supervised the construction of first naval steamship, *Fulton*.
- Promoted to the rank of Captain in 1837.
- Promoted to the rank of Commodore in 1842.
- In 1843-1844, Perry commanded the African Squadron, which was engaged in suppressing the slave trade.
- In 1853, Perry was sent on a mission by President Millard Fillmore to establish trade with Japan – a country that had been isolated from the outside world since the 17th century.
- In July of that same year, Perry leads a squadron of four ships into Tokyo Bay and presented representatives of the Japanese Emperor with the text of a proposed commercial and friendship treaty. The Japanese rejected Perry's demands and Perry withdrew.
- Perry returned to Japan in February, 1854. This time he appears with seven ships - four sailing ships, three steamers – and one thousand, six hundred men.
- After a standoff, Perry landed for peace and trade talks on March 8, 1854, and began to negotiate with the Japanese to establish a trade agreement.
- On March 31, 1854, Perry signs the Treaty of Kanagawa on behalf of the United States, which established "permanent" friendship between the two countries. The treaty guaranteed that the Japanese would save shipwrecked Americans and provide fuel for American ships, but also opened the opportunity for trade between Japan and the United States. The signing of this treaty signaled the end of Japanese isolation.
- Perry died in New York City, New York on March 4, 1858.



This is Not a Drill

Objectives

Students will:

- Reconstruct the events of Pearl Harbor using primary documents such as photographs, timelines, oral histories and survivor accounts.
- Understand that the Japanese attack on Pearl Harbor was a surprise and not anticipated by the United States.
- Appreciate the need for using more than one source to reconstruct an event historically.
- Synthesize sources to write newspaper stories describing events.

Resources / Materials

1. Primary Documents
    - Primary documents are listed with each individual activity.
2. Teacher Newspaper Activity Sheet – attached and at http://www.history.navy.mil/branches/teach/pearl/real/news.htm
    - A moment in time: Photographs in action – attached and at http://www.history.navy.mil/branches/teach/pearl/real/photo.htm
    - Recalling Pearl Harbor: Oral Histories and Survivor accounts – attached and at http://www.history.navy.mil/branches/teach/pearl/real/oral.htm
    - Timeline and Action reports – attached and at http://www.history.navy.mil/branches/teach/pearl/real/time.htm
3. Student Question Sheets
    - Recalling Pearl Harbor: Oral Histories and Survivor accounts – attached and at http://www.history.navy.mil/branches/teach/pearl/real/oral5.htm

Museum Visit

Upon your visit to the Navy Museum, you and your students see the Pearl Harbor section in the World War II exhibition in the museum.

Extended Questions

1. What were the motives behind the Japanese attack on Pearl Harbor?

2. More specifically, why did they chose Pearl Harbor? Why not Philippines, or mainland United States?

3. What did the Japanese do right after they attacked Pearl Harbor? What was there ultimate goal?

4. Do you think the Japanese accomplished their goals through the attack on Pearl Harbor?

5. Go back to the Treaty of Kanagawa. What was the relationship between the two countries like compared to 1854 when the Treaty was signed.

Newspaper Publishing – Teacher Information Sheet

Main Focus:

- To report the events of December 7, 1941, by creating the front page of a newspaper on the day after the attack.

Historical Background

The road to war between Japan and the United States began in the 1930s when differences over China drove the two nations apart. In 1931 Japan conquered Manchuria, which until then had been part of China. In 1937 Japan began a long and ultimately unsuccessful campaign to conquer the rest of China. On 12 December during that year Japanese naval aircraft attacked and sank the river gunboat USS *Panay*. In 1940, the Japanese government allied their country with Nazi Germany in the Axis Alliance, and, in the following year, occupied all of Indochina.

The United States, which had important political and economic interests in East Asia, was alarmed by these Japanese moves. The U.S. increased military and financial aid to China, embarked on a program of strengthening its military power in the Pacific, and cut off the shipment of oil and other raw materials to Japan.

Because Japan was poor in natural resources, its government viewed these steps, especially the embargo on oil as a threat to the nation's survival. Japan's leaders responded by resolving to seize the resource-rich territories of Southeast Asia, even though that move would certainly result in war with the United States.

The problem with the plan was the danger posed by the U.S. Pacific Fleet which had relocated to Pearl Harbor, Hawaii. Admiral Isoroku Yamamoto, commander of the Japanese fleet, devised a plan to immobilize the U.S. fleet at the outset of the war with a surprise attack.

The key elements in Yamamoto's plans were meticulous preparation, the achievement of surprise, and the use of aircraft carriers and naval aviation on an unprecedented scale.

The Japanese success was overwhelming, but it was not complete. They failed to damage any American aircraft carriers, which by a stroke of luck, had been absent from the harbor. They neglected to damage the shoreside facilities at the Pearl Harbor Naval Base, which played an important role in the Allied victory in World War II. American technological skill raised and repaired all but three of the ships sunk or damaged at Pearl Harbor (USS *Arizona* (BB-39) considered too badly damaged to be salvaged, USS *Oklahoma* (BB-37) raised and considered too old to be worth repairing, and the obsolete USS *Utah* (AG-16) considered not worth the effort). Most importantly, the shock and anger caused by the surprise attack on Pearl Harbor united a divided nation and was translated into a wholehearted commitment to victory in World War II.

Materials

Students should read through several local or national newspapers to see how professional newspapers display and construct their headlines and write their stories. Each individual small group activity provides an exercise (as described below) that direct students in their progress towards completing a newspaper front page. Encourage students to be as creative as possible with their front-page designs. Students should not be limited to the sources that have been included within each activity, but instead be encouraged to find other online sources, such as the Naval Historical Center's homepage at http://www.history.navy.mil/index.html

Photographs: A Moment in Time

- Students imagine themselves as newspaper editors responsible for writing captions for each photograph to be published the following day.

Oral Histories and Survivor Accounts

- Students imagine themselves as newspaper reporters and write a story reporting the Japanese attack on Pearl Harbor.

Timelines and Action Reports

- Students summarize Pearl Harbor in a timeline or write a news article using the facts from the action reports.

Helpful Tips and Pointers for students

- An easy way to approach this project is to combine what they have constructed in each activity into a coherent layout.
- Be sure to have a "powerful" headline, either through an enlarged font or by the words being used.
- Caption all photos.
- Do not try to cram every piece of information about Pearl Harbor into a newstory, but instead be selective.
- Be sure that the layout of your front page is systematic and easy to understand.

A Moment in Time: Photographs in Action

Objectives

Students will:

- Use photographs as primary sources.
- Understand events at Pearl Harbor using the selected photographs as primary sources.
- Understand that photographs are only one of many tools for historical research.

Materials

- "Sailors at Ford Island watch as USS *Shaw* explodes, 7 December, 1941"; – Photograph # 80-G-19948. Photograph attached or can be found at http://www.history.navy.mil/photos/images/g10000/g19948.jpg
- "USS *West Virginia* sunk and burning at Pearl Harbor, 7 December, 1941" – Photograph # NH 97398. Photograph is attached or can be found at http://www.history.navy.mil/photos/images/h97000/h97398.jpg
- "Pearl Harbor during the Japanese attack, 7 December, 1941" – Photograph #80-G-40056. Photograph is attached or can be found at http://www.history.navy.mil/photos/images/g40000/g40056.jpg

Small Group Exercise / Activities

Divide students into groups of 3-4 and distribute copies of the three photographs to each group. Have students compare and contrast the photographs and discuss the following questions.

Can you describe what is happening in the photographs? What do these photographs illustrate?

- If you were at home reading the newspaper the day after Pearl Harbor was attacked, upon seeing these photographs, what would your reaction be? Would you be angry? Sad? Joyful? Who would you be thinking of?
- Can you put the photos in the order of the Japanese attack on Pearl Harbor?

Students should jot down their ideas on the same piece of paper as the photograph.

Ask students to imagine themselves as newspaper editors responsible for writing captions for each photograph to be published the following day.

Photo # 80-G-19948 Sailors at NAS Ford Island watch as USS Shaw explodes, 7 December 1941

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Photo # NH 97398 USS West Virginia sunk and burning at Pearl Harbor, 7 Dec. 1941

Photo # 80-G-40056 Pearl Harbor during the Japanese attack, 7 Dec. 1941

Recalling Pearl Harbor: Oral Histories and Survivor Accounts

Objectives

Students will:

- Use oral histories and survivor accounts as primary sources.
- Study oral histories and survivor accounts to understand the complexities of the Japanese attack on Pearl Harbor.
- Understand the importance of using more than one source to comprehend an event in a historical context.

Materials

1. Oral Histories:

   - Lieutenant Ruth Erickson, USN. Her interview is attached and at http://www.history.navy.mil/faqs/faq66-3b.htm

   - Captain John Lacoture, USN. His interview is attached and at http://www.history.navy.mil/faqs/faq66-3d.htm

2. Survivor Accounts are attached or can be found at http://www.history.navy.mil/branches/teach/pearl/real/oral3.htm:

   - Lieutenant Commander S.G. Fuqua, USN
   - Corporal B.C. Nightingale, USMC
   - Lieutenant Commander T.T. Beattie, USN
   - Pay Clerk D.L. Westfall, USN

3. Student Question Sheet is attached or can be found at http://www.history.navy.mil/branches/teach/pearl/real/oral5.htm

Small Group Activities

1. Choose either two or three oral histories and survivor accounts for this activity. Divide students into small groups. Then have students read through the excerpts. In their groups, students select one incident from the three accounts that stands out and discuss it with the rest of the class.

2. Now students put themselves in the shoes of a reporter. Students should imagine themselves as if they were reporting on the Japanese attack on Pearl Harbor the days after the event. The students use the oral histories and survivor accounts as sources for their stories. The story should be about 300-words in length, and the emphasis of the story should be on accuracy and good writing.

Follow-Up Activities

Visit the Naval Historical Center's website at www.history.navy.mil and read more survivor accounts or oral histories.

Oral Histories of the Pearl Harbor Attack, 7 December 1941: Lieutenant Ruth Erickson, NC, USN

Excerpt from Oral History of LT Ruth Erickson, NC (Nurse Corps), USN. LT Erickson was a nurse at Naval Hospital Pearl Harbor during the attack on 7 December 1941. [Source: Oral history provided courtesy of Historian, Bureau of Medicine and Surgery]

After the maneuvers were over, we were assigned to an R & R (rest and relaxation) port of Charlotte Amalie, Virgin Islands. After 5 lovely days we followed the fleet, supposedly to New York to assist in the opening of the World's Fair of April 1939.

Upon reaching Norfolk, VA, everything changed. It seemed Japan was "rattling the saber." Thus, all ships were ordered to refuel, take on provisions, and immediately return to the West Coast.

When we reached the Panama Canal, the locks operated around the clock to get the ships through. The *Relief* (AH-1) was the last ship and we remained on the Pacific side for 2 to 3 days and then continued to our home port, San Pedro, CA.

When we arrived we remained in port until February 1940. In late summer of 1939 we learned that spring fleet maneuvers would be in Hawaii, off the coast of Maui. Further, I would be detached to report to the Naval Hospital, Pearl Harbor, T.H. when maneuvers were completed. The orders were effective on 8 May 1940.

Tropical duty was another segment in my life's adventure! On this same date I reported to the hospital command in which CAPT Reynolds Hayden was the commanding officer. Miss Myrtle Kinsey was the chief of nursing services with a staff of eight nurses. I was also pleased to meet up with Miss Winnie Gibson once again, the operating room supervisor.

We nurses had regular ward assignments and went on duty at 8 a.m. Each had a nice room in the nurses' quarters. We were a bit spoiled; along with iced tea, fresh pineapple was always available.

We were off at noon each day while one nurse covered units until relieved at 3 p.m. In turn, the p.m. nurse was relieved at 10 p.m. The night nurse's hours were 10 p.m. to 8 a.m.

One month I'd have a medical ward and the next month rotated to a surgical ward. Again, I didn't have any operating room duties here. The fleet population was relatively young and healthy. We did have quite an outbreak of "cat [catarrhal] fever" with flu-like symptoms. This was the only pressure period we had until the war started.

What was off-duty like?

Cars were few and far between, but two nurses had them. Many aviators were attached Ford Island. Thus, there was dating. We had the tennis courts, swimming at the beach, and picnics. The large hotel at Waikiki was the Royal Hawaiian, where we enjoyed an occasional beautiful evening and dancing under starlit skies to lovely Hawaiian melodi

And then it all ended rather quickly.

Yes, it did. A big drydock in the area was destined to go right through the area where th nurses' quarters stood. We had vacated the nurses' quarters about 1 week prior to the attack. We lived in temporary quarters directly across the street from the hospital, a one story building in the shape of an E. The permanent nurses' quarters had been stripped a the shell of the building was to be razed in the next few days.

By now, the nursing staff had been increased to 30 and an appropriate number of docto and corpsmen had been added. The Pacific Fleet had moved their base of operations fr San Diego to Pearl Harbor. With this massive expansion, there went our tropical hours! The hospital now operated at full capacity.

Were you and your colleagues beginning to feel that war was coming?

No. We didn't know what to think. I had worked the afternoon duty on Saturday, December 6th from 3 p.m. until 10 p.m. with Sunday to be my day off.

Two or three of us were sitting in the dining room Sunday morning having a late breakfast and talking over coffee. Suddenly we heard planes roaring overhead and we said, "The `fly boys' are really busy at Ford Island this morning." The island was direct across the channel from the hospital. We didn't think too much about it since the reserv were often there for weekend training. We no sooner got those words out when we star to hear noises that were foreign to us.

I leaped out of my chair and dashed to the nearest window in the corridor. Right then there was a plane flying directly over the top of our quarters, a one-story structure. The rising sun under the wing of the plane denoted the enemy. Had I known the pilot, one could almost see his features around his goggles. He was obviously saving his ammunition for the ships. Just down the row, all the ships were sitting there--the [battleships] *California* (BB-44), the *Arizona* (BB-39), the *Oklahoma* (BB-37), and others.

My heart was racing, the telephone was ringing, the chief nurse, Gertrude Arnest, was saying, "Girls, get into your uniforms at once, This is the real thing!"

I was in my room by that time changing into uniform. It was getting dusky, almost like evening. Smoke was rising from burning ships.

I dashed across the street, through a shrapnel shower, got into the lanai and just stood still for a second as were a couple of doctors. I felt like I were frozen to the ground, but it was only a split second. I ran to the orthopedic dressing room but it was locked. A corpsmen ran to the OD's [Officer-of-the-Day's] desk for the keys. It seemed like an eternity before he returned and the room was opened. We drew water into every container we could find and set up the instrument boiler. Fortunately, we still had electricity and water. Dr. [CDR Clyde W.] Brunson, the chief of medicine was making sick call when the bombing started. When he was finished, he was to play golf...a phrase never to be uttered again.

The first patient came into our dressing room at 8:25 a.m. with a large opening in his abdomen and bleeding profusely. They started an intravenous and transfusion. I can still see the tremor of Dr. Brunson's hand as he picked up the needle. Everyone was terrified. The patient died within the hour.

Then the burned patients streamed in. The USS *Nevada* (BB-36) had managed some steam and attempted to get out of the channel. They were unable to make it and went aground on Hospital Point right near the hospital. There was heavy oil on the water and the men dived off the ship and swam through these waters to Hospital Point, not too great a distance, but when one is burned... How they ever managed, I'll never know.

The tropical dress at the time was white t-shirts and shorts. The burns began where the pants ended. Bared arms and faces were plentiful.

Personnel retrieved a supply of flit guns from stock. We filled these with tannic acid to spray burned bodies. Then we gave these gravely injured patients sedatives for their intense pain.

Orthopedic patients were eased out of their beds with no time for linen changes as an unending stream of burn patients continued until mid afternoon. A doctor, who several days before had renal surgery and was still convalescing, got out of his bed and began to assist the other doctors.

Do you recall the Japanese plane that was shot down and crashed into the tennis court?

Yes, the laboratory was next to the tennis court. The plane sheared off a corner of the laboratory and a number of the laboratory animals, rats and guinea pigs, were destroyed. Dr. Shaver [LTJG John S.], the chief pathologist, was very upset.

About 12 noon the galley personnel came around with sandwiches and cold drinks; we ate on the run. About 2 o'clock the chief nurse was making rounds to check on all the units and arrange relief schedules.

I was relieved around 4 p.m. and went over to the nurses' quarters where everything was intact. I freshened up, had something to eat, and went back on duty at 8 p.m. I was scheduled to report to a surgical unit. By now it was dark and we worked with flashlights.

The maintenance people and anyone else who could manage a hammer and nails were putting up black drapes or black paper to seal the crevices against any light that might stream to the outside.

About 10 or 11 o'clock, there were planes overhead. I really hadn't felt frightened until this particular time. My knees were knocking together and the patients were calling, "Nurse, nurse!" The other nurse and I went to them, held their hands a few moments, and then went onto others.

The priest was a very busy man. The noise ended very quickly and the word got around that these were our own planes.

What do you remember when daylight came?

I worked until midnight on that ward and then was directed to go down to the basement level in the main hospital building. Here the dependents--the women and children--the families of the doctors and other staff officers were placed for the night. There were ample blankets and pillows. We lay body by body along the walls of the basement. The children were frightened and the adults tense. It was not a very restful night for anyone.

Everyone was relieved to see daylight. At 6 a.m. I returned to the quarters, showered, had breakfast, and reported to a medical ward. There were more burn cases and I spent a week there.

What could you see when you looked over toward Ford Island?

I really couldn't see too much from the hospital because of the heavy smoke. Perhaps at a higher level one could have had a better view.

On the evening of 17 December, the chief nurse told me I was being ordered to temporary duty and I was to go to the quarters, pack a bag, and be ready to leave at noon. When I asked where I was going, she said she had no idea. The commanding officer ordered her to obtain three nurses and they were to be in uniform. In that era we had no outdoor uniforms. Thus it would be the regular white ward uniforms.

And so in our ward uniforms, capes, blue felt hats, and blue sweaters, Lauretta Eno, Catherine Richardson, and I waited for a car and driver to pick us up at the quarters. When he arrived and inquired of our destination, we still had no idea! The OD's desk had our priority orders to go to one of the piers in Honolulu. We were to go aboard the SS [steamship] *President Coolidge* and prepare to receive patients. We calculated supplies for a 10-day period.

We three nurses and a number of corpsmen from the hospital were assigned to the SS *Coolidge*. Eight volunteer nurses from the Queens Hospital in Honolulu were attached to the Army transport at the next pier, USAT [U.S. Army transport] *Scott*, a smaller ship.

The naval hospital brought our supplies the following day, the 18th, and we worked late into the evening. We received our patients from the hospital on the 19th, the *Coolidge* with 125 patients and the *Scott* with 55.

Were these the most critically injured patients?

The command decided that patients who would need more than 3 months treatment should be transferred. Some were very bad and probably should not have been moved. There were many passengers already aboard the ship, missionaries and countless others who had been picked up in the Orient. Two Navy doctors on the passenger list from the Philippines were placed on temporary duty and they were pleased to be of help.

Catherine Richardson worked 8 a.m. to 4 p.m. I had the 4 p.m. to midnight, and Lauretta Eno worked midnight to 8 a.m. Everyone was very apprehensive. The ship traveled without exterior lights but there was ample light inside.

You left at night?

Yes, we left in the late afternoon of the 19th. There were 8 or 10 ships in the convoy. It was quite chilly the next day; I later learned that we had gone fairly far north instead of directly across. The rumors were rampant that a submarine was seen out this porthole in some other direction. I never get seasick and enjoy a bit of heavy seas, but this was different! Ventilation was limited by reason of sealed ports and only added to gastric misery. I was squared about very soon.

The night before we got into port, we lost a patient, an older man, perhaps a chief. He had been badly burned, He was losing intravenous fluids faster than they could be replaced. Our destination became San Francisco with 124 patients and one deceased.

We arrived at 8 a.m. on Christmas Day! Two ferries were waiting there for us with cots aboard and ambulances from the naval hospital at Mare Island and nearby civilian hospitals. The Red Cross was a cheerful sight with donuts and coffee.

Our arrival was kept very quiet. Heretofore, all ship's movements were published in the daily paper but since the war had started, this had ceased. I don't recall that other ships in the convoy came in with us except for the *Scott*. We and the *Scott* were the only ships to enter the port. The convoy probably slipped away.

The patients were very happy to be home and so were we all. The ambulances went on ahead to Mare Island. By the time we had everyone settled on the two ferries, it was close to noon. We arrived at Mare Island at 4:30 p.m. and helped get the patients into the respective wards.

While at Mare Island, a doctor said to me, "For God's sake, Ruth, what's happened out there? We don't know a thing." He had been on the USS *Arizona* (BB-39) and was

detached only a few months prior to the attack. We stayed in the nurses' quarters that night.

Oral Histories of the Pearl Harbor Attack, 7 December 1941: Captain John E. Lacouture, USN

Source: Adapted from Oral History of CAPT John E. Lacouture, USN (Ret). Lacouture was the Assistant Engineer on USS *Blue* (DD-387) at Pearl Harbor during the Japanese attack on 7 December 1941. It is posted on this website with the permission of the author.

Interviewer: Okay. You mentioned you're Assistant Engineer on the USS *Blue.* You're dealing with a chief and enlisted. How did your leadership skills come into play here?

Lacouture: Well, I found that you had to really trust your chief petty officers to tell you and advise you on all the intricacies of equipment and everything you're working on. And you supported them in any problems they had. I tried to get involved at the level down there with the chiefs and find out what their problems were, and so forth.

Communications Officer was mainly the question of getting the word on what was happening to the captain and responding to his wishes getting whatever he wanted out.

First Lieutenant was mainly keeping the topside cleaned up, and so forth and so on. And Gunnery Officer was making sure your directors and your equipment and everything worked from the gunnery point of view.

And of course, in addition to those deals, you had to stand the deck watch, usually four hours every day, and if you had the midwatch, you'd have been up working until the watch started and then you'd go from then until four o'clock, and fortunately got good coffee to keep yourself awake.

So things progressed well on the *Blue*, and with my social life, since I met Bam Sperry, I met several other gals. Come the evening before Pearl Harbor, we would moor usually in a joint mooring with three or four other destroyers. We would be on the east side of Ford Island and the battleships would line up on the south side of Ford Island, and then they only had one carrier based at the time there and that wasI think the [USS] *Enterprise* [CV-6] was the main carrier out there at the time.

The night before Pearl Harbor, I was invited to a party with all the top admirals at the Royal Hawaiian, and Hilo Hattie put on her act and did her dancing and sang her songs, and we had a great time.

The mother of a gal that I was with said, "Well, now no need your going back to the ship tonight. Come back and stay at my place. We've got plenty of extra rooms."

So I went out there and about seven o'clock in the morning, she came in and started

shaking me. "Wake up, wake up! The Japanese are attacking Pearl Harbor!"

I said, "Are you crazy? Go away, I'm sleepy." She finally convinced me, so I jumped in my car and headed towards Pearl, and the roads were almost vacant. There were almost no cars on the road, and I go down to the landing, the officers' landing there, and the gig was waiting there for a captain of one of the other destroyers, which was just going out.

I couldn't believe itall the battleships are overturned and all smoking, and all I could think of was all my [Naval Academy] classmates and everything, and what had happened to them. The commander who was captain of one of the other destroyers waiting there, his gig was ready. He said, "Jump in," as the ship came by. It had just gotten underway, and as they went down the channel, the Japanese second attack came in so we started shooting at them and they tried to sink the [USS] *Nevada* [BB-36], the battleship that had gotten underway.

Interviewer: *Nevada* had, yes.

Lacouture: And they were trying to sink it in the channel. I guess one of the young ensigns ran it aground to keep it from sinking in the channel. And at the time they were bombing I think it was the [USS] *Pennsylvania* [BB-38] that was in dry dock there. And we shot down, oh, at least one of the airplanes, and as we went by, all the planes, the seaplanes and the hangers and everything on Ford Island were burning. Just as we got out to the entrance of the harbor there, we did manage to sink a little Japanese miniature submarine.

So we cruised around out there and I had the watch at about four or four-thirty in the morning, five o'clock just as dawn was breaking, and all of a sudden I see a big shape of a carrier through my goggles, sort of off Barbers Point, and I immediately go to general quarters, man the guns, man the torpedo tubes, get ready to fire torpedoes, and about that time the carrier puts a searchlight up and shows the American flag flying. That was the *Enterprise* just as I was about to launch torpedoes. It had been delivering planes to Wake Island and on its way home the cruiser with it had had propeller problems. They had to send a diving team down to sort of fix the propeller; otherwise the *Enterprise* would have been at its dock there and would have been sunk by the Japanese. Because they came in and I think they had, was it the [USS] *Utah* [AG-16] or some training ship was there and they splintered it to smithereens, just because they were diving at a target location without wondering just what it was.

And then, of course, the *Enterprise* launched her planes and about a third of them got shot down, because by then our gunners were shooting at anything that moved in the air without identifying it. Nobody knew how to identify airplanes, especially not people who just were bombed unexpectedly.

I think, you know it was strange, for a couple of days before Pearl Harbor we'd been getting submarine contacts out there when we were out there cruising around. Reported them, but nobody paid much attention. And one of the first things we did after, well, as I

say we went back in after the attack was over on this ship, and when I was out there, why they transferred me to the *Blue*, and the *Blue* had been taken out by four ensigns. A guy out of '39 [Naval Academy class of 1939] was the senior ensign on board and they transferred me over and they'd been up all day and all night. So I brought the ship back in. I was the second senior guy on board then.

Reports by Survivors of Pearl Harbor Attack

Source: Wallin, Homer N. *Pearl Harbor: Why, How, Fleet Salvage and Final Appraisal.* (Washington DC: Government Printing Office, 1968): 297-327.

Note: Some of these accounts are copies of enclosures attached to the action reports of individual ships.

Lieutenant Commander S. G. Fuqua

I was in the ward room eating breakfast about 0755 when a short signal on the ship's air raid alarm was made. I immediately went to the phone and called the Officer-of-the-Deck to sound general quarters and then shortly thereafter ran up to the starboard side of the quarter deck to see if he had received word. On coming out of the ward room hatch on the port side, I saw a Japanese plane go by, the machine guns firing, at an altitude of about 100 feet. As I was running forward on the starboard side of the quarter deck, approximately by the starboard gangway, I was apparently knocked out by the blast of a bomb..... When I came to and got up off the deck, the ship was a mass of flames.....

At this time I attempted, with the assistance of the crews of #2 and #4 turrets to put out the fire which was coming from the boat deck and which had extended to the quarter deck. There was no water on the fire mains.....About 0900, seeing that all guns of the anti-aircraft and secondary battery were out of action and that the ship could not possibly be saved, I ordered all hands to abandon ship.

From information received from other personnel on board, a bomb had struck the forecastle, just about the time the air raid siren sounded at 0755. A short interval thereafter there was a terrific explosion on the forecastle, apparently from the bomb penetrating the magazine. Approximately 30 seconds later a bomb hit the boat deck..... The commanding officer of the USS. Vestal stated that 2 torpedoes passed under his vessel which was secured alongside the Arizona, and struck the Arizona.

The first attack occurred about 0755. I saw approximately 15 torpedo planes, which had come in to the attack from the direction of the Navy Yard. These planes also strafed the ship after releasing their torpedoes. Shortly thereafter there was a dive bomber and strafing attack of about 30 planes. This attack was very determined, planes diving within 500 feet before releasing bombs, about 0900. There were about twelve planes in flight that I saw.

To read the full text of the account go to
http://www.history.navy.mil/docs/wwii/pearl/survivors2.htm

Corporal B. C. Nightingale of the U.S. Marine Corps

At approximately eight o'clock on the morning of December 7, 1941, I was leaving the breakfast table when the ship's siren for air defense sounded. Having no anti-aircraft battle station, I paid little attention to it. Suddenly I heard an explosion. I ran to the port door leading to the quarter deck and saw a bomb strike a barge of some sort alongside the Nevada, or in that vicinity. The marine color guard came in at this point saying we were being attacked. I could distinctly hear machine gun fire. I believe at this point our anti-aircraft battery opened up.....I reached the boat deck and our anti-aircraft guns were in full action, firing very rapidly. I was about three quarters of the way to the first platform on the mast when it seemed as though a bomb struck our quarterdeck. I could hear shrapnel or fragments whistling past me. As soon as I reached the first platform, I saw Second Lieutenant Simonsen lying on his back with blood on his shirt front. I bent over him and taking him by the shoulders asked if there was anything I could do. He was dead, or so nearly so that speech was impossible. Seeing there was nothing I could do for the Lieutenant, I continued to my battle station.

When I arrived in secondary aft I reported to Major Shapley that Mr. Simonson had been hit and there was nothing to be done for him. There was a lot of talking going on and I shouted for silence which came immediately. I had only been there a short time when a terrible explosion caused the ship to shake violently. I looked at the boat deck and everything seemed aflame forward of the mainmast. I reported to the Major that the ship was aflame, which was rather needless, and after looking about, the Major ordered us to leave. I was the last man to leave secondary aft because I looked around and there was no one left. I followed the Major down the port side of the tripod mast. The railings, as we ascended, were very hot and as we reached the boat deck I noted that it was torn up and burned. The bodies of the dead were thick, and badly burned men were heading for the quarterdeck, only to fall apparently dead or badly wounded.

I made my way to the quay and started to remove my shoes when I suddenly found myself in the water. I think the concussion of a bomb threw me in. I started swimming for the pipe line which was about one hundred and fifty feet away. I was about half way when my strength gave out entirely. My clothes and shocked condition sapped my strength, and I was about to go under when Major Shapley started to swim by, and seeing my distress, grasped my shirt and told me to hang to his shoulders while be swam in. We were perhaps twenty-five feet from the pipe line when the Major's strength gave out and I saw he was floundering, so I loosened my grip on him and told him to make it alone. He stopped and grabbed me by the shirt and refused to let go. I would have drowned but for the Major. We finally reached the beach where a marine directed us to a bomb shelter, where I was given dry clothes and a place to rest.

To read the full text of this account go to
http://www.history.navy.mil/docs/wwii/pearl/survivors2.htm

Lieutenant Commander T. T. Beattie

About five minutes to eight I was in the wardroom just finishing breakfast, when word came over the loud speaker from the officer-of-the-deck, "away fire and rescue party." This was followed immediately by a second announcement over the loud speaker, "Japanese are attacking, all hands General Quarters," and the general alarm was rung.

I heard several dull explosions coming from other battleships. Immediately I left the wardroom and ran up the starboard passageway to the bridge. The Captain was just ahead of me and proceeding in the same direction.

At this time the ship listed at least five or six degrees and was steadily listing more to port. The Captain and I went to the conning tower, our battle stations, and at this time dive bombing attacks started to take place and numerous explosions were felt throughout the ship. Upon testing our communications with central station and to the guns we found they were disrupted. I suggested to the Captain as long as no communications were in the battle conning tower that we leave there and attempt to establish messenger communication and try to save the ship. We went out on the starboard side of the bridge discussing what to do. During all this time extremely heavy bombing and strafing attacks occurred. The ship was constantly shaken by bomb hits.

The Captain doubled up with a groan and stated that he had been wounded. I saw that be had been hit in the stomach probably by a large piece of shrapnel and was very seriously wounded. He then sank to the deck and I loosened his collar. I then sent a messenger for a pharmacists mate to assist the Captain.

Just then the USS Arizona's forward magazines blew up with a tremendous explosion and large sheets of flame shot skyward, and I began to wonder about our own magazines and whether they were being flooded. I posted a man with the Captain and went down to the forecastle where a number of the crew and officers had gathered. I got hold of a chief turret captain to check immediately on the magazines and to flood them if they were not flooded at this time. Large sheets of flame and several fires started aft. Burning fuel oil from the USS Arizona floated down on the stern of the ship. Just then the gunnery officer, Lieutenant Commander Berthold, came aboard and I asked him to try to flood the forward magazines. Shortly thereafter I was informed that the after magazines were completely flooded but that they were unable to flood the forward magazines as the water was now almost to the main deck.

At about this time a large oil fire swept from the USS Arizona down the port side of the USS West Virginia. We had no water on board as the fire mains and machinery were out of commission and we were unable to do any fire fighting at all. I got into a motor launch to go to the stern of the ship to investigate the fire. The smoke was so heavy that I could not see aft of the bridge. As I got into the boat a sheet of flame swept on top of us and we barely managed to get free of the fire. I then had the boat take me aft. The burning oil on

the water swept by the ship and I managed to return to the quarterdeck. I realized then that the ship was lost.

The attack lasted approximately thirty minutes. We were able to fire all our ready ammunition on the anti-aircraft batteries, but were unable to replenish it as the ship was flooded. I then told the men on the quarterdeck, with the exception of a small working party, to leave the ship. I believe at this time that all the wounded had been taken off the ship and it was extremely dangerous for anyone to remain aboard; that nothing could be done to save the ship and shells from the secondary batteries were constantly exploding due to the intensive heat of the fire midships

To read the full text of this account on the web go to
http://www.history.navy.mil/docs/wwii/pearl/survivors.htm

Pay Clerk D. L. Westfall

At the time of the attack I was in my room shaving. The word was passed "Away Fire and Rescue Party;" just as I was leaving my room the second word was passed for all hands to man their General Quartets Stations closely followed by a shock of a hit. I glanced at my clock as I was leaving my room and noticed the time was a few minutes before 8:00 A.M.

I started for my station in Radio Central; as I was passing along the third deck up a port ammunition passageway, I felt two more hits. The lights went out in the passageway except for one battle light and two panel lights in the boat crane machinery space.

By the time I reached the compartment abreast the armory the ship had picked up a 10-15 list to port; there were a couple of battle lights on in this compartment. Water and oil were bubbling up along the junction of the bulkhead and deck of the electrical work shop, port side. Repair personnel were busy closing watertight doors.

When I reached Radio Central, personnel there had just started evacuating on the orders of the Communication Watch Officer. Radio equipment apparently was out of commission as I noticed many pieces of equipment knocked over or dangling by wires. Back up on the third deck all lights were out and only a few flashlights were available. About this time the word came along from man to man to "Abandon Ship." I helped a partially incapacitated man to the second deck and then joined in a line passing injured men along to the ladder by the dental office. I lost all knowledge of time while here, but after some minutes, Ensign McClelland, who was beside me in the line, said be was feeling faint and then collapsed. I noticed other men dropping around me. I stooped over to pick up Mr. McClelland but when I stooped over I got dizzy and fell. I seemed to be paralyzed from the waist down, had great difficulty breathing, but had enough strength in my arms to

drag myself to the ladder and up a couple of steps before collapsing completely [fuel oil fumes are mentioned on other ships as being cause for such collapses].
After passing out I had only flashes of consciousness until mid-afternoon. When I recovered I was at the Naval Air Dispensary on Ford Island. Shortly thereafter I joined a bunch of men going over to BOQ [Bachelor Officers Quarters] at the Air Station and started a check on survivors from the supply department.

To read the full text of this account on the web go to
http://www.history.navy.mil/docs/wwii/pearl/survivors.htm

Student Information Sheet

For each source, there are questions attached to help you grasp the more important ideas as you read through them. Your teacher will probably ask you to read through several of the sources.

Oral Histories

Lieutenant Ruth Erickson, NC, USN was a nurse at Naval Hospital Pearl Harbor during the attack on 7 December, 1941

- What was the reaction of the nurses and doctors upon realizing that Pearl Harbor was being attacked?
- What was the situation in the hospital at the time of the attack? What was the biggest problem that the hospital faced?
- What were some of the injuries that naval personnel received? To what extent were they serious?
- How do you think she felt about the Pearl Harbor attack?

Captain John E. Lacouture, USN was the Assistant Engineer on USS *Blue* (DD-387) at Pearl Harbor during the Japanese attack on 7 December 1941.

- What was life like the night before the Japanese attacked on Pearl Harbor? Did anyone suspect an attack? What evidence is there to support your view?
- Can you describe the damages inflicted on the ships as a result of the attack?
- List the sequence of events during the Japanese attack. What specifically happened to USS *Nevada*? Why did USS *Blue* sink?
- How do you think he felt about the Pearl Harbor attack?

Lieutenant Commander S.G. Fuqua was aboard USS *Arizona* at the time of the attack.

- What was LCDR Fuqua doing at the time of the attack?
- Can you describe or illustrate the Japanese plan of attack?
- Describe the condition of USS *Arizona*.
- How do you think he felt about the Pearl Harbor attack?

Corporal B.C. Nightingale, USMC was aboard USS *Arizona* at the time of the attack.

- What was Corporal Nightingale doing at the time of the attack?
- What was happening to USS *Arizona?*
- How did Corporal Nightingale managed to survive the attack? How did some of his other shipmates die?
- How do you think he felt about the Pearl Harbor attack?

Lieutenant Commander T.T. Beattie was aboard USS *West Virginia* at the time of the attack.

- What was LCDR Beattie doing at the time of the attack?
- What happened to the communication system at the time of the attack? What did they resort to?
- Describe what happened to USS *West Virginia*
- How do you think he felt about the Pearl Harbor attack?

Pay Clerk D.L. Westfall was USS *Oklahoma* at the time of the attack.

- Describe the conditions inside USS *Oklahoma.*
- Describe what was happening to USS *Oklahoma.*
- What happened to Pay Clerk Westfall at the time of the attack? Why?
- How do you think he felt about the Pearl Harbor attack?

Timeline from Official Action Reports

Objectives

Students will:

- Using ship log books and action reports as primary sources.
- Read timelines and reconstruct the events of Pearl Harbor.
- Learn why Navy keeps detailed and precise records.
- Create their own timelines summarizing the events of Pearl Harbor.
- Synthesize primary evidence to build a historical context for the events of Pearl Harbor.

Materials

Action Reports

- USS *Tennessee (BB-43)* – report is attached or can be found at http://www.history.navy.mil/branches/teach/pearl/real/time3.htm
- USS *Ramapo (AO-12)* – report is attached or can be found at
- USS *Mugford (DD-389)* – report is attached or can be found at http://www.history.navy.mil/branches/teach/pearl/real/time2.htm

Small Group Exercises

1. Divide students into groups and distribute copies of the timelines to each group. Ask students to read through each timeline and highlight the events that stand out. Draw students' attention to the fact that the U.S. Navy has a high regard for detail and accuracy as the U.S. Navy is currently the "keepers of time." Then, as a class, compare and contrast the three timelines. Discuss why certain events were included in a timeline while others were omitted.

2. Ask students to re-construct a timeline of the events at Pearl Harbor in an outline using only 12 points. Students will need to be concise and detailed because this outline will help them write an article for their newspaper front page.

3. What photographs will best help to illustrate the events described in the article?

USS *Tennessee* (BB-43): Timeline of Events

CHRONOLOGICAL REPORT OF GENERAL EVENTS, AS RECORDED IN CENTRAL STATION, U.S.S. *Tennessee* ON SUNDAY, DECEMBER 7, 1941.

This is a chronological report of all reports received by ship's service telephone and other means, and recorded in Central Station during action on December 7, 1941. A few of the following entries are not entirely accurate, as can be realized by reading the "Narrative of Events of Action", nor is this report to be considered absolutely complete. Read the full action report at http://www.history.navy.mil/docs/wwii/pearl/ph89.htm.

0758 - Attacked by enemy planes (Japanese).
---- - Oily water around stern burning.
---- - Canvas awning on stern on fire, Turret III.
---- - Smoke pouring into Repair I. Smoke so thick, cannot see.
---- - Repair I have man standby magazine flood, Turret III.
---- - All boats on fire.
---- - Fire in maintop. secondary aft.
---- - Fire in maintop seems to be out.
---- - West Virginia's quarterdeck and planes on fire.
---- - Fire on Turret III.
---- - Could not get morphine out of doctor's room because it was unsafe; men report that room was too hot to go in and cut safe open.
---- - D-310 excessively hot - investigate.
---- - Squadron of planes diving on Navy Yard.
---- - Repair I, unit 3, abandoned station - too hot.
---- - Fire on topside seems to be under control.
---- - D-310-A is all right.
---- - Set Condition ZED in lower handling room of Turret III.
---- - Oklahoma seems to be capsizing.
---- - California down by the stern.
---- - West Virginia has pretty bad fire below Signal Bridge.

NOTE: Tennessee was hit twice, soon after attack began; one hit (bomb) on face of Turret II, and bomb hit on top of Turret III, penetrating.

0930 - Enemy planes coming in on port beam.
---- - West Virginia's gangway still burning.
0940 - Wounded being removed from the West Virginia.
---- - Oklahoma upside down.
---- - Bow blown away on Arizona.
---- - Destroyers getting underway on other side of Ford Island.
---- - Fire either on Argonne or dock.

---- - Air attack coming in on starboard bow.
---- - West Virginia on fire from Turret I to bow. Flames up as high as foretop.
---- - Fire on port quarter (oil on water).
---- - Firemain ruptured, port side, boat deck. (False Report)
0948 - Planes coming in on starboard bow; do not know whether enemy or friendly.
---- - Ship will not get underway until further orders. Engineering Department, standby.
---- - Destroyer getting underway from Navy Yard.
---- - Unidentified ship in Pearl Harbor down by stern.
0951 - Lighter alongside starboard beam on fire (ammunition lighter, top blown out, can see no ammunition on it).
0954 - Bow of Maryland on fire.
0955 - Still playing fire hose on ammunition lighter. Fire seems to be under control.
0956 - Solace getting underway.
0958 - Fire on bow of Maryland under control.
---- - Superstructure on West Virginia on fire - 4 or 5 men trapped, trying to escape by crane.
---- - Fire (oil on water) at our stern is out.
---- - Fire very close to D-310-M.
1002 - Flood D-310-M (D-306-M and D-312-M also flooded, not isolated).
1005 - West Virginia preparing to abandon ship.
1008 - Arizona aflame all over.
1010 - Planes approaching from starboard beam; did not come in.
1020 - Arizona looks as if she is on the bottom.
---- - Word passed for the 5th division to lay aft to relieve the fire party.
1024 - Torpedo boats leaving harbor.
1027 - People coming from West Virginia on board Tennessee by way of a five inch gun.
1032 - Arizona abandoning ship.
---- - Repair II reports all C&R soundings normal.
---- - Repair IV reports all soundings normal.
---- - Repair III reports all soundings normal.
---- - Pull circuit L28 at Aft Distribution Board.
---- - Mr. Teague says hatches cannot be opened from inside wardroom country - too hot.
1033 - Ship 6° down by stern from flooding of D-306, D-312-M.
1036 - Unit 2, Repair I, combatting fire in W.R. country.

NOTE: Dead man forward of conning tower, sent stretcher party.

1058 - Naval Air Station planes in air.
1100 - Repair II told to open drain valve and core valves in GSK. Valves to Sk Bay.
---- - Enemy plane coming in on bow. All hands, not engaged in fighting fire, seek cover.
1103 - Destroyer putting to sea, (other side of Ford Island).
---- - Gasoline stowage filled with CO2.
1121 - 2° list to port.
1130 - Bridge steering telegraph out (being repaired).
---- - Sending planes from Hickam Field.
1135 - Two planes bearing 270°
1136 - Light cruiser putting out to sea.
---- - Turning engines over, to keep fire on water away from ship.
1150 - Channel reported to have been mined.
---- - Told repair III to rig submersible pump in wardroom country, and pump water overboard via port hole. Power from steering aft.
1156 - Army fortresses up in the air.
---- - Believe enemy planes and submarines lying in channel.
1210 - Draft of ship (internal): Fwd, 34' 6"; Aft, 35' 10¼"; Mean, 35' 4¼"
---- - Enemy transport reported 40 miles off Barber's point.
---- - Parachute troops landing on Barber's Point (later, proved false).
---- - After Battle dressing Station send stretcher party to left gun, Turret III, and remove casualties.
---- - Three planes on starboard beam coming this way (do not know whether enemy or no). Said planes flying low; apparently, turning away.
---- - Organize a crew of about 30 men to relieve men of Turret IV who are fighting fire on water.
1230 - Secure all fresh water, except galley and drinking.
1245 - Planes on port bow (do not know whether enemy or not).
1246 - California sinking fast, stern underwater.
---- - Close all topside hatches, as turrets will be fired. (Did not).
---- - Gun four port reported Hoist #22, 5"/51, in B-510 was damaged.
---- - Powder can be sent up, but is slowed.
---- - Draft of ship, Fwd: 34'9".
---- - Magazine temperature of Turret I - 84°.
1340 - Plane coming in on starboard beam. (Proved to be friendly).
1415 - Set Condition ZED from Turret III, second deck, aft.
---- - Repair I, unit 2, leading out fire hose to play water on West Virginia.
---- - Received report that one of our destroyers sank Jap sub.
1500 - Report states that Wake Island had been bombed by 30 bombers.
---- - Ens. Kable still alive. Hudgell dead; also, Miller and Adams.
1551 - Repair 4 - all outboard voids normal. All sounding normal.

NOTICE: Pennsylvania had been hit while in dry dock.

---- - No. 2 MG repaired, and in commission again.

1628 - Open up wardroom country and sleepy hollow.

---- - Fire on West Virginia seems to be under control.

---- - Repair I cut off #32 vent system; smoke coming down.

1647 - Told Fwd Battle Dressing Station to send doctor and stretcher party to West Virginia bridge to get Captain.

---- - Ship astern (Arizona) blew up.

---- - Two planes bearing 350°.

1659 - Engines ahead 1/3.

---- - Engines ahead 1/3.

---- - Repairs 2 and 4p - send 2 rescue breathers each, and spare Oxygen bottles to starboard side of West Virginia quarterdeck.

1703 - Word received to stop main engines.

---- - Delivered 6 gas masks to West Virginia.

1755 - Plane, bearing 345. Plane signalled with red light; did not understand meaning of signal.

1823 - Plane bearing about 300.

1833 - Plane bearing about 345. (Running lights on; believed friendly).

1835 - Plane on port beam; running light on.

1837 - Plane coming in from dead ahead; bright lights on it.

1838 - Plane bearing about 245.

1855 - Enterprise plane approaching Oahu.

1900 - Plane bearing from dead ahead; running lights burning.

1953 - Word passed over loudspeaker: "All men having hammocks in port hammock nettings remove them, and stow same inboard.

USS *Ramapo* (AO-12): Timeline of Events

STATEMENT OF FRANCIS T. BEAN, A.M.1C., U.S. NAVY, REGARDING JAPANESE ATTACK ON PEARL HARBOR, DECEMBER 7, 1941. Read the full action report at http://www.history.navy.mil/docs/wwii/pearl/ph75.htm

0756 About four enemy bombers attacked the Naval Air Station coming in, apparently, from south, dropping their bombs on the south end of Ford Island. One hanger was struck and set on fire and some PBYs near the ramp were destroyed. These planes were first identified as Japanese because of the insignia on their fuselage. As they wheeled away the insignia on their upper and lower sides of their wings would be seen.

0758 *Ramapo* went to General Quarters. Ships in the harbor gradually opened fire with A.A. batteries and A.A. machine guns.

0800 Single engined, single-winged torpedo planes carrying one torpedo each commenced an attack on the battleships at Ford Island, coming in along the channel from the Submarine Base and flying astern of the *Ramapo.* We opened fire as soon as possible, about 0806 with machine guns and approximately 0810 with the 3". Our ammunition was ready in ready boxes and the gunnery officer gave the order to the machine guns to open fire on any enemy aircraft without further orders. Five enemy planes were destroyed in this attack.

0807 Emergency SAIL hoisted on Signal Tower. *Arizona* hit by torpedo.

0809 *Arizona* hit by second torpedo. About two minutes later a spurt of flame came out of guns in #2 turret, followed by explosion of forward magazines. The foremast leaned forward, and the whole forward part of the ship enveloped in flame and smoke and continued to burn fiercely.

0814 The *Oklahoma* suffered two hits by torpedoes. She commenced settling and later turned over.

0820 *West Virginia* hit by one or two torpedoes amidships, which caused her to commence settling slowly. These hits also caused her to burn amidships.

0820 *California* hit by one torpedo, commenced listing slowly to port until about 13° list was reached.

0830 Dive bombing attacks by single engined monoplanes aimed generally at the Naval Air Station, battleships and drydocks. *Oglala* was apparently hit in this attack as she was seen to be listed soon afterwards.

0910 *Nevada* got underway and stood out of channel, firing continuously, but was attacked by torpedo planes when off the drydocks, and at the same time was subjected to heavy dive bombing attack. She later was beached.

0920 to 0940 Dive bombers attacked Navy Yard and Hickam Field. Five bombs from high altitude horizontal bombers, (two-motored) struck the water close to *Rigel* showering her, the destroyers to port of her, the *New Orleans* and *Ramapo* with shrapnel or bomb fragments. This attack destroyed the *Downes* and *Cassin* who were in the drydock ahead of the *Pennsylvania,* for a cloud of flame and smoke was seen in the general direction of the

drydock. Later a second cloud was observed to the right of the first one. It was later determined that this was the *Shaw* and the floating drydock. The MTBs on the deck of the *Ramapo* opened fire during this attack and the *PT 30* hit one plane that was attacking the battleships.

1020 CL underway from a berth north of Ford Island.

1115 *Raleigh* observed to have been damaged for she had a list of about 15°.

1125 Enemy planes passed over to starboard.

1132 CL underway from Navy Yard.

1135 Enemy planes flew over to port.

1140 *Detroit* stood out.

The torpedo planes launched their torpedoes from a height of about 20 feet, for we were looking down on them from the signal bridge, and at a distance of about 500 or 600 yards from the battleships.

Our fire apparently did not effect the high altitude horizontal bombers, for none broke formation. They were flying in a five plane V formation, and only five bombs were dropped from one formation at a time.

USS *Mugford* (DD-389): Timeline of Events

The following are extracts from the rough log which was kept by the Quartermaster on watch. The times and descriptions of the planes shot down by this vessel were obtained from the men on the gun and surrounding witnesses. Read the full action report at http://www.history.navy.mil/docs/wwii/pearl/ph56.htm.

0758 – Japanese planes dived on Ford Island. Several large bombs struck the seaplane landing followed by explosions near hangers. Then several Japanese planes came in low from the southeast and released torpedoes which struck the U.S.S. *Oklahoma* and the U.S.S. *West Virginia*. Japanese torpedo planes then came in continuously from the same direction and fired torpedoes at the battleships.

0800 – Started assembly of engineering plant and rigging fuel hose.

0801 – Sounded General Quarters.

0805 – .50 Caliber machine gun battery opened fire.

0807 – Shot down one Japanese plane, altitude 800 feet, on starboard quarter, passing aft on starboard hand. This plane had fired a torpedo at the U.S.S. *Oglala*.

0808 – U.S.S. *Oklahoma* turned turtle. The U.S.S. *West Virginia* listed heavily to port. The U.S.S. *Arizona* blew up.

0812 – The U.S.S. *Oglala* appeared to be listing to port. Attack started again. Heavy anti-aircraft fire.

0815 – Shot down one Japanese torpedo plane dead astern approaching battleships. Plane's altitude 20 feet off the water. Plane crashed on Ford Island aflame. Torpedo was not launched.

0820 – Opened fire with 5"/38 caliber battery.

0825 – Signal received that parachutist or wrecked pilots were landing oat Hickam Field.

0830 – Five Japanese plane in "V" formation passed directly overhead making horizontal bombing attack.

0838 – The U.S.S. *West Virginia* burning. U.S.S. *Arizona* on fire. Tugs trying to pull overturned U.S.S. *Oklahoma* clear. U.S.S. *Vestal* clearing U.S.S. *Nevada*.

0842 – U.S.S. *Vestal* clear.

0845 – Executed signal to TASK FORCES ONE and TWO to get underway. Tugs pulled U.S.S. *Oglala* clear of U.S.S. *Helena*.

0850 – U.S.S. *West Virginia* listed heavily to port.

0851 – Executed signal to get underway; and sortie according to Plan EASY SAIL.

0854 – Attack started again from north.

0855 – U.S.S. *Nevada* underway. Dense smoke over Ford Island. A tanker was towed clear of Ford Island.

0900 – Attack started again from the south. U.S. ARMY planes taking off from Hickam Field.

0902 – Formation of planes sighted to south. Decks of U.S.S. *Arizona* and U.S.S. *West Virginia* level with water. Dense smoke pouring from U.S.S. *Arizona.*

0906 – Japanese planes diving Ford Island from southeast. U.S.S. *Nevada* standing down south channel.

0909 – Bomb dropped some 400 yards on *Mugford* port bow. Ship in repair basin hit.

0911 – Horizontal Japanese bombers passed overhead.

0912 – Heavy black smoke coming from U.S.S. *Shaw* in floating dry dock.

0913 – U.S.S. *Nevada* stopped south side of south channel.

0915 – Thick black smoke coming from dry dock.

0920 – More Japanese planes from northwest.

0923 – U.S.S. *Patterson* standing out.

0925 – White smoke pouring from amidships on U.S.S. *Arizona.*

0927 – U.S.S. *Shaw* on fire forward.

0928 – Shot down Japanese plane after it pulled out from dive on port bow. Altitude approximately 200 feet. Plane apparently a dive bomber.

0930 – U.S.S. *Oglala* going over to port. Personnel abandoning ship and getting on dock.

0937 – Explosion on destroyer ahead of U.S.S. *Pennsylvania* in dry dock.

0938 – Japanese subs reported inside and outside of Pearl Harbor.

0942 – U.S.S. *Bagley* underway.

0945 – U.S.S. *Oglala* capsized to port.

0946 – Japanese planes coming in from southwest, low.

0947 – U.S.S. *Honolulu* underway.

0955 – U.S.S. *Perry* and U.S.S. *Gamble* standing out.

0957 – U.S.S. *California* listing to port.

0958 – Battleships ordered to remain in port.

1003 – Japanese planes reported dropping mines in channel entrance.

1005 – U.S.S. *Shaw* in floating dry dock exploded. Main engines and two boilers on *Mugford* ready to get underway.

1013 – U.S.S. *Schley* and U.S.S. *Allen* underway.

1020 – U.S.S. *Jarvis* underway.

1022 – U.S. Navy motor torpedo boats standing out.

1023 – Floating dry dock sinking.

1027 – U.S.S. *Wharton,* U.S.S. *Cummings* underway, standing out.

1030 – Oil barge moored to starboard quarter.

1056 – Japanese planes attacking from north.

1058 – Numerous explosions from U.S.S. *West Virginia* and *Arizona.*

1100 – Fires appeared to be under control on U.S.S. *Nevada.*

1132 – Horizontal bombers (Jap) approaching from port.

1136 – U.S. Navy planes took off from Ford Island.
1140 – Japanese planes on starboard beam.
1205 – Discontinued fueling. 115,000 gallons on board.
1209 – Oil barge underway from alongside.
1214 – Underway on various courses and speeds. Standing out of channel.
1230 – Japanese plane crashed on beach of Hickam Field.
1235 – Passed entrance to channel.

The Aftermath

Objectives

Students will:

- Use photographs and action reports as primary sources.
- Assess the damage at Pearl Harbor by examining a set of photographs.
- Discuss and debate whether or not the Japanese attack was a success using primary sources.

Materials

1. **Teacher Information Sheet** – attached and at http://www.history.navy.mil/branches/teach/pearl/aftermath/aftermath5.htm

2. Primary Sources

- Photographs
  - Bomb damage to Turret #3 of USS *Tennessee*, December, 1941– Photograph #64479 – attached and can be found at http://www.history.navy.mil/photos/images/h64000/h64479.jpg
  - Battleship Row area of Pearl Harbor, 10 December 1941 – Photograph #80-G-387565 – attached and can be found on the web at http://www.history.navy.mil/photos/images/g380000/g387565.jpg
  - Wreck of USS *Arizona*, at Pearl Harbor, 10 December 1941 Photograph # NH 63918 – attached and can be found on the web at http://www.history.navy.mil/photos/images/h63000/h63918.jpg
  - Aerial view of Pearl Harbor drydock area, 10 December 1941- Photograph # 80-G-387598 – attached and can be found on the web at http://www.history.navy.mil/photos/images/g380000/g387598.jpg
  - Wrecks of USS *Downes* & *Cassin* - Photograph # 80-G-19943 – attached and at http://www.history.navy.mil/photos/images/g10000/g19943.jpg
- Action Reports
  - Action Report: USS *Ward* – attached and can be found on the web at http://www.history.navy.mil/branches/teach/pearl/aftermath/aftermath2.htm
  - Damage Reports: Ships – attached and can be found on the web at http://www.history.navy.mil/branches/teach/pearl/aftermath/aftermath3.htm

3. Fact Sheet: Pearl Harbor – attached and on the web at http://www.history.navy.mil/branches/teach/pearl/aftermath/facts.htm

4. Follow-up Activities

- In the aftermath of the Japanese attack on Pearl Harbor, fuel leaked from ships in the harbor. Have students discuss or write about the environmental impact of the Japanese attack on Pearl Harbor's ecology from a perspective a person living in 1941 and someone living today.

The Aftermath: Teacher Information Sheet

Historical Background

After the Japanese attack on Pearl Harbor, the United States was in a state of shock, much like on September 11. The battleships USS *Arizona* and USS *West Virginia* sunk, while USS *Oklahoma* had overturned. Nearly all ships stationed at Pearl Harbor sustained damages in the Japanese attack. Even USS *Pennsylvania* which was in a drydock at the time of the attack was not spared. In addition, over 200 planes were either damaged or destroyed. By the end of the day more than 2,000 people were killed.

Small Group Activities

1. Divide students into small groups and give each group a set of the five photographs provided. Students will use these photographs to assess the damage resulting from the Japanese attack on Pearl Harbor. In carrying out this exercise, ask each group examine the photographs carefully making sure that students pay attention to specific details. Then as a class, discuss the damages in the five photographs using the following questions as a guideline:

   - What do the photos tell you about the military strength of Japan and the United States?
   - What do the photos not tell you about Pearl Harbor? What is missing from these pictures?
   - How do these photos remind you of images from the World Trade Center and Pentagon wreckage from September 11, 2001 ?

Through the classroom discussion, students should understand the different ways a photograph can be interpreted and how photographs can be deceptive to the naked eye.

Photograph Descriptions

Photograph # 1: Bomb Damage to Turret #3 of USS *Tennessee*, Dec. 1941 (Photo # NH 64479)

- Notice thickness of the metal and how the bomb essentially tore through the metal on USS *Tennessee*

Photograph #2: "Battleship Row" area of Pearl Harbor, 10 December, 1941 (Photo #80-G-387565)

- Notice oil leaking from the battleships
- Ship located on the upper left of the photo is the sunken USS *California* (BB-44), with smaller vessels clustered around her.
- Diagonally, from left center to lower right are:

USS *Maryland* (BB-46), lightly damaged, with the capsized USS *Oklahoma* (B
37) outboard. A barge is alongside *Oklahoma*, supporting rescue efforts. USS
Tennessee (BB-43), lightly damaged with the sunken USS *West Virginia* (BB-4
outboard. USS *Arizona* (BB-39) sunk with her hull shattered by the explosion o
the magazines below the two forward turrets.

Photograph #3: Wrecks of USS *Downes* & *Cassin*, 7 Dec. 1941, (Photo #80-G-19943)

- Severe wreckage of USS *Downes* and USS *Cassin*.
- In the background, ships are still burning in the Harbor.

Photograph #4: Wrecks of USS *Arizona*, at Pearl Harbor, 10 December 1941, (Photo# NH 63918)

- USS *Arizona* was sunk and is now submerged in the harbor with only her mast above water.

Photograph #5: Aerial View of Pearl Harbor drydock area, 10 December 1941 (Photo # 80-G-387598)

- Ships in drydock were damaged as well.
- Oil from ships drift into harbor.
- Oil tanks in the bottom left hand side of the corner were not damaged.

Action Report: USS *Ward*

- The Japanese attack was not limited to an air raid, but part of the attack also involved submarines moving that launched torpedoes into the harbor.
- An important aspect to note in this report is the sinking of the Japanese submari while patrolling the Pearl Harbor entrance.

Damage Reports: Ships

When reading through these reports, students should focus on:

- How ships were damaged – torpedoes, bombs, fragments
- The outcome of the ships after the attack.

Photo # NH 64479 Bomb damage to Turret # 3 of USS Tennessee, Dec. 1941

Photo # 80-G-387565 "Battleship Row" area of Pearl Harbor, 10 December 1941

Photo # NH 63918 Wreck of USS Arizona, at Pearl Harbor, 10 December 1941

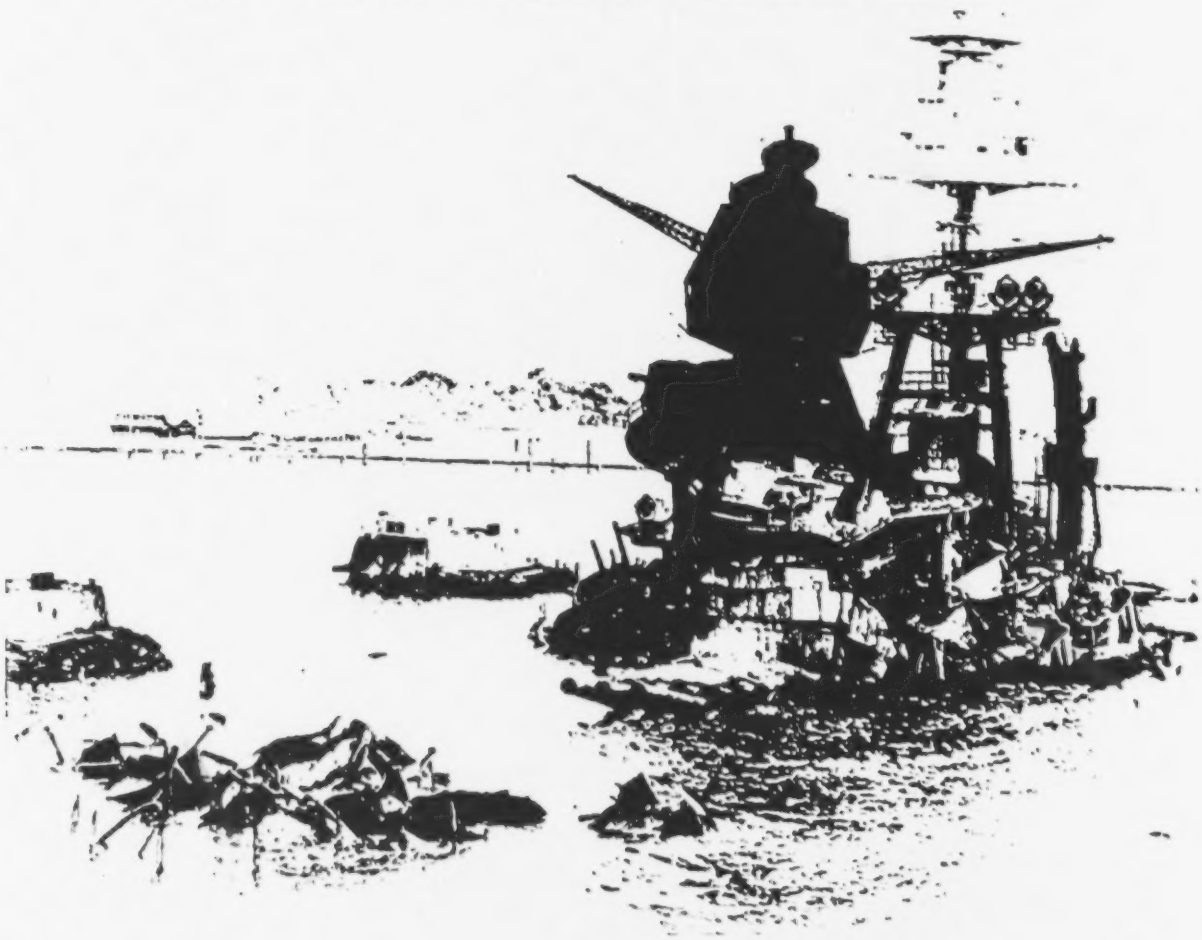


Photo # 80-G-387598 Aerial view of Pearl Harbor drydock area, 10 Dec. 1941

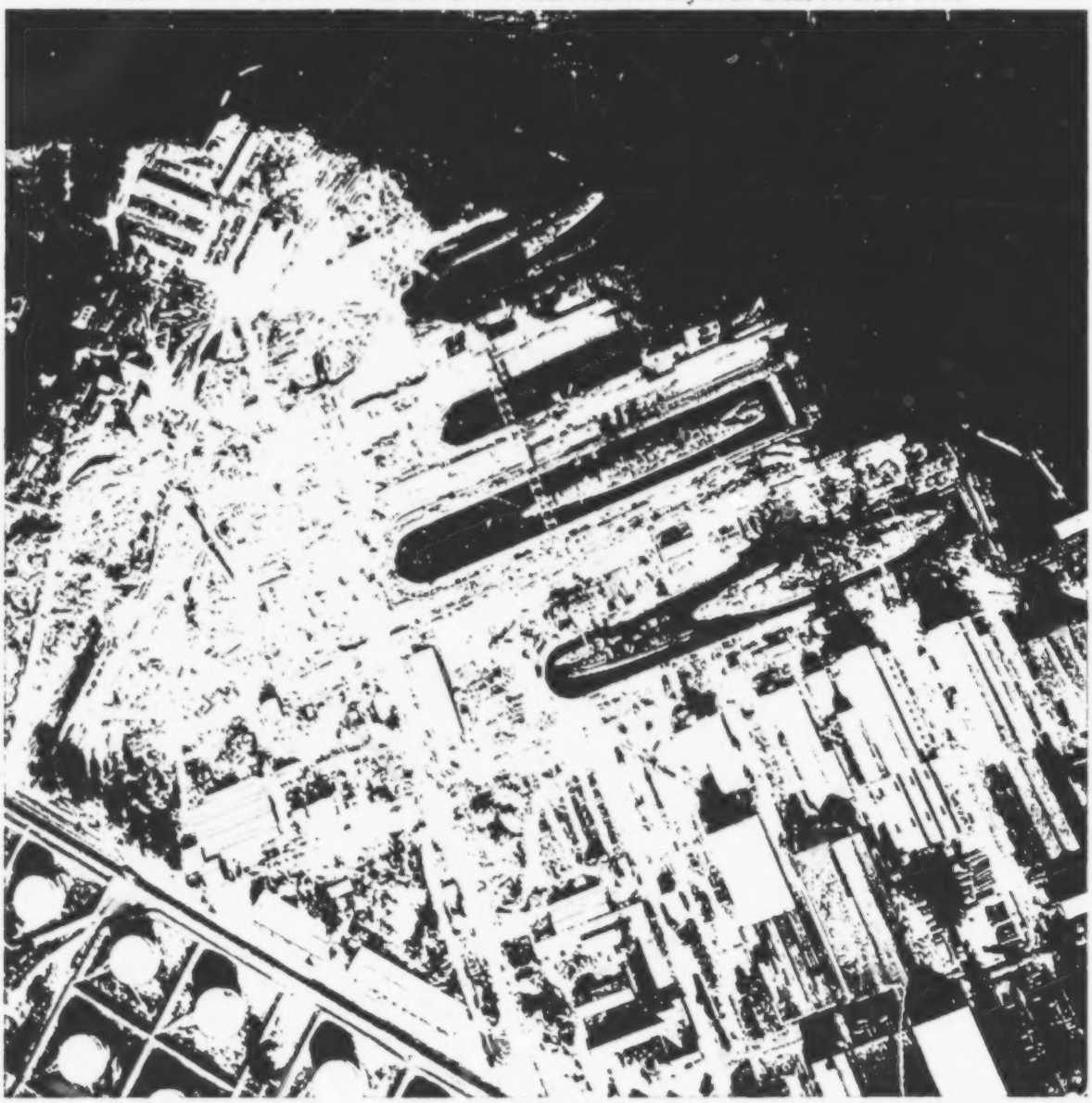
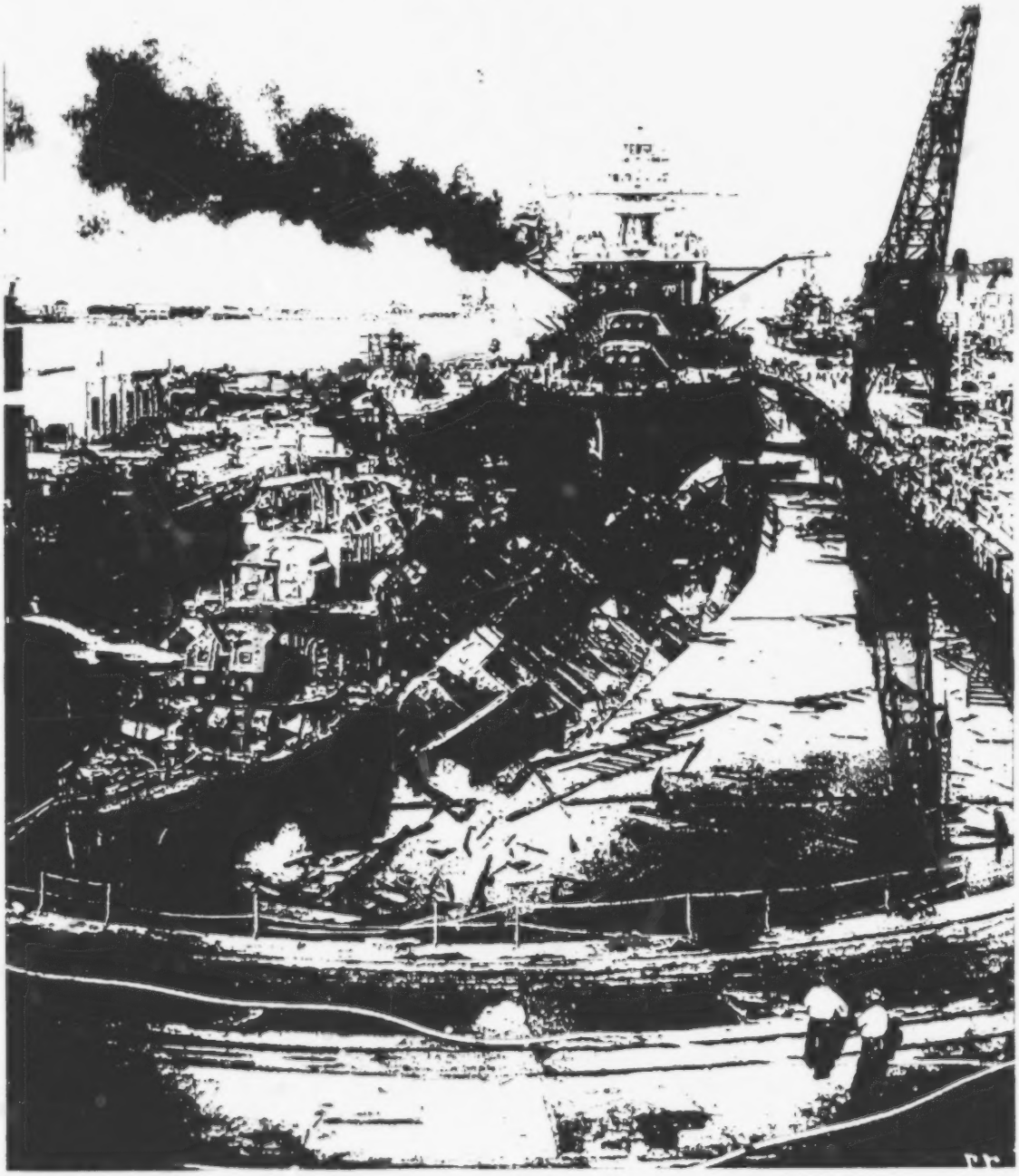


Photo # 80-G-19943 Wrecks of USS Downes & Cassin, 7 Dec. 1941



Action Report: USS *Ward*

Read the full Action Report at http://www.history.navy.mil/docs/wwii/pearl/ph97.htm

Subject: Sinking of a Japanese Submarine by U.S.S. *Ward.*

While patrolling Pearl Harbor Entrance on Sunday, December 7, 1941, the U.S.S. *Ward* attacked an unidentified submarine in the Restricted Area off the Harbor.

The facts are as follows:

1. At 0637 the Officer-of-the-Deck said, "Captain come on the bridge". A conning tower with periscope of submarine was visible. She was apparently headed for Pearl Harbor trailing the U.S.S. *Antares.* The *Antares* was standing toward the channel entrance towing a lighter.
2. At 0640 the attack was started. The *Ward* bore down on the submarine while accelerating from 5 to 25 knots.
3. At 0645 the *Ward* opened fire with No. 1 and 3 guns and began dropping depth charges. One shot was fired from each gun. The shot from No. 1 gun missed, passing directly over the conning tower. The shot from No. 3 gun fired at a range of 560 yards or less struck the submarine at the waterline which was the junction of the hull and coning tower. Damage was seen by several members of the crew. This was a square positive hit. There was no evidence of ricochet. The submarine was seen to heel over to starboard. The projectile was not seen to explode outside the hull of the submarine. There was no splash of any size that might results from an explosion or ricochet.
4. Immediately after being hit the submarine appeared to slow and sink. She ran into our depth charge barrage and appeared to be directly over an exploding charge. The depth charges were set for 100 feet.
5. The submarine sank in 1200 feet of water and could not be located with supersonic detector. There was a large amount of oil on the surface where the depth charges exploded.
6. The attack was made at 0645 which was before Pearl Harbor was bombed by Japanese planes.
7. A dispatch by voice transmission was sent to Commandant, Fourteenth Naval District at 0645 which stated:

   "We have attacked, fired upon, and dropped depth charges on a submarine operating in defensive sea areas."

8. The performance of duty by the officers and men during this attack was in accordance with the traditions of this service.

Damage Reports: Ships

This is an enclosure as part of the Commander-in-Chief, United States Pacific Fleet, 15 February, 1942. Read the full Report at http://www.history.navy.mil/docs/wwii/pearl/CinCPac-D.htm

BATTLESHIPS

USS *Arizona* sank at her berth as a result of one or more aircraft torpedoes and about eight heavy bomb hits. One of the bomb hits (estimated as 2,000 pounds) exploded the forward magazines. The ship is considered to be a total wreck except for material which can be salvaged and reassigned.

USS *California* sank at her berth as a result of hits by two aircraft torpedoes and one or more near bomb misses. Also received one large bomb hit on starboard upper deck abreast of foremast, which caused a serious 5-inch powder fire. It sank gradually for about three or four days and is now resting rather solidly on a mud bottom. The quarterdeck is under about twelve feet of water, and the port side of forecastle is under about three feet of water.

USS *Nevada* struck by one or more aircraft torpedoes and by at least five bombs and two near misses. Each of the near misses caused rupturing of the hull on the port and starboard bows, respectively. One bomb hit in way of foremast caused explosion and fire damage which wrecked the vertical area extending from the second deck to the bridge. Several bomb hits wrecked the forecastle from side to side forward of No. 1 turret, and this damage extended down to the second deck. Fragments from a bomb hit amidships caused considerable local damage to the mainmast, stack, and other structure, and caused many casualties to 5-inch gun crews.

USS *Oklahoma* capsized at her berth within eight to eleven minutes after receiving three or more hits by aircraft torpedoes. the hull is 20° to 30° to being up-side down, with a considerable portion of the bottom and starboard side above water.

USS*Pennsylvania* one bomb hit in way of after 5-inch gun starboard side. The vessel was in drydock No. 1. The damage from bomb explosion was considerable but not of a vital nature, although there were a large number of casualties and one gun was put out of commission. The damage did not extend below the second deck.

USS *Maryland* two bomb hits on forecastle. One small bomb (probably 100 pounds) passed through the forecastle deck forward of the chain pipes and exploded on the maindeck causing only a small amount of damage. The second bomb, (probably 500 pounds) passed through port side of the sip about twelve feet under water and exploded in the C&R storeroom. This explosion wrecked flats

and bulkheads in that area, and fragments caused numerous leaks through the sides and bottom. These leaks were temporarily patched without going into drydock.

USS *Tennessee* two bomb hits (probably 15-inch shell type). One of the bombs struck the center gun of No. 2 turret causing a large crack which necessitated replacement of the gun. This bomb exploded and did considerable local fragment damage. Another similar bomb struck the top of No. 3 turret and penetrated same in way of a riveted joint. This bomb was a dud and did no serious damage except for putting one rammer out of commission. **The USS *Tennessee*** suffered serious damage aft in officers' quarters due to fire resulting from the great heat caused by the oil fire starting from the **USS *Arizona***. The shell plates around the stern were somewhat buckled and joints broken.

USS *West Virginia* sank at her berth as a result of four or five aircraft torpedo hits and at least two bomb hits. The vessel rests on a hard bottom with all spaces flooded up to two or three feet below the main deck. Most of the damage from torpedoes is in the midship area, which is badly wrecked both below water and above water. A large bomb passed through the foretop and the boat deck and apparently exploded near the port side on the main or second deck. This explosion caused considerable wreckage and a terrific powder and oil fire, which burned out the whole area and extended to the foremast structure up to and including the bridge. A second bomb hit the top of turret III and passed through the 6-inch top. The nature of the penetration indicated defective material. This bomb did not explode but caused damage to the slide of the left gun. Recently another torpedo hole, and parts of the torpedo, have been located aft under the counter. The steering engine room appears to be wrecked and the rudder is lying on the bottom.

CRUISERS

USS *Helena* hit at frame 80 starboard side by aircraft torpedo causing the flooding of No. 1 and firerooms and the forward engineroom. The starboard engine was found to be seriously damaged. Temporary repairs to hull were completed at Pearl Harbor, T.H., and the vessel has proceeded to mare Island under two shafts to await permanent repairs.

USS *Honolulu* damaged by near miss of large bomb (probably 500 pounds) which passed through dock and exploded fifteen or twenty feet from the port side at frame 40. This explosion caused considerable damage to the hull and resulted in the flooding of storerooms and magazines in that area, and also drowned out the electric power cables of turret II. Most of the flooding resulted from rupture of a magazine flood seachest; the hull of the ship was not opened up but leaked some due to pulled joints and rivets. Permanent repairs were completed at Pearl Harbor, T.H.

USS *Raleigh* hit by one aircraft torpedo amidships on port side which flooded out the forward half of the machinery plant. The ship was also hit by one bomb (probably 500 pounds) which passed through three decks and out the ship's side, and finally exploded about fifty feet away. The damage from the explosion was not extensive, but together with the hold made in the side, caused serious flooding on the port side aft. This flooding was out of all proportion to the extent of damage and resulted from inability to close armored hatches tightly against the water head. The bomb struck only a few feet abaft the gasoline stowage. permanent repairs to the hull are being completed at Pearl Harbor, T.H. The vessel will return to Mare Island about the middle of February for permanent repairs to machinery and power leads, this being necessitated primarily by replacement of one boiler and the cast iron turbine casings of engine No. 4.

DESTROYERS

USS *Shaw* hit by one bomb while docked on floating drydock; also hit by many fragments from another bomb which struck the drydock. The serious fire following bomb hits resulted in blowing up of forward magazine and heat damage to shell plating in the forward areas. The after part of the ship was not seriously damaged. The *Shaw* was re-docked on the same drydock on January 26, 1942, for installation of a false bow at about frame 50. The vessel will be ready to proceed to Mare Island under her own power between 01 and 15 February.

USS *Cassin* and **USS *Downes***: *Cassin* was struck by one bomb and *Downes* by two (probably 500 pounds). These vessels were in drydock No. 1 ahead of the *Pennsylvania*. One bomb explosion aft between the two vessels apparently knocked the *Cassin* partly off the drydock blocking and caused her to fall over on the *Downes* when the dock was being flooded during the raid. This caused a serious structural failure amidships and considerable local damage in way of the bridge. The torpedo warheads in the starboard tube of the *Downes* were set off and blew out the maindeck and starboard side of the vessel in that area. This caused some damage to boilers and engines. A serious oil fire followed the explosion and caused extensive damage to the hull of both vessels. Fragments and explosions have caused over 200 holes in the hull of the *Cassin* and probably well over 400 in the hull of the *Downes*.

Most of the machinery of both ships has been removed for examination and re-conditioning, and it now appears that the machinery of the *Cassin* is 98% good and the *Downes* about 95% good. Permanent and temporary repairs have been made on the hull of the *Cassin* to permit her re-floating about February 5, and similar work is proceeding on the *Downes*.

At present it appears inadvisable to count on the recommissioning of these two vessels as first-line destroyers, but it is likely that repairs can be effected within two to four months which will make the vessels entirely suitable for escort vessels, thus releasing two first-line destroyers from this duty.

AUXILIARY VESSELS

USS *Oglala* sunk by one aircraft torpedo which passed under the ship from the starboard side and exploded against the starboard side of the *Helena.* Vessel sank slowly at ten-ten dock, capsized against the dock about 1 1/2 hours after being struck. This vessel is probably not worth salvaging but plans are being made to remove her from the berth that she now occupies.

USS *Curtiss* struck on kingpost starboard crane by Japanese airplane out of control. This resulted in some wreckage and damage due to fire. machinery of the crane was seriously damaged and the radio antennae were put out of commission. one bomb (probably 500 pounds) struck the forward end of the hangar on the port side off the center line, exploding on the second deck. The explosion and resulting fire caused a great amount of wreckage and loss of material. Temporary repairs have been completed and permanent repairs await availability of the ship at the Navy Yard, Pearl Harbor.

USS *Vestal* struck by two bombs (probably 500 pounds). One bomb hit forward and exploded in the steel shape storage, which stopped a large part of the fragments and minimized damage considerably. The other bomb struck aft and exploded in the hold, causing a large number of fragment holes through the shell. Flooding aft caused the after part of the vessel to submerge almost to the main deck. The vessel was alongside the *Arizona* when the raid commenced and was beached at Aeia to prevent further sinkage. Temporary repairs have been completed during a short stay in drydock, and permanent work will be completed when a dock is available.

USS *Utah* struck by two, and possibly three, aerial torpedoes capsized at berth. Ship is within a few degrees of being exactly upside down.

Fact Sheet: Pearl Harbor

The Japanese attack on Pearl Harbor began at 7:55 am on December 7, 1941. Japanese naval forces compiled for the raid included 4 heavy aircraft carriers, 2 heavy cruisers, 35 submarines, 2 light cruisers, 9 oilers, 2 battleships and 11 destroyers.

The attacking forces came in two waves, the first consisting of 183 aircraft which included 40 torpedo planes, 49 level bombers, 51 dive bombers and 43 fighters. The second wave included 170 planes, 54 of them level bombers, 80 dive-bombers and 36 fighters. Over 350 Japanese planes were involved in overall attack, which surprised the United States. At the end of the day, over 2,000 men lost their lives.

from left:
USS *Maryland* and USS *Oklahoma* after the attack on Pearl Harbor.
Sailors watch USS *Shaw* explode from Ford Island.
Wrecked destroyers USS *Downes* and USS *Cassin* in dry dock for repairs after the attack

Battleships

A warship used mainly for naval bombardment and protection of the fleet against air and surface attacks. Roughly equal to the size of three football fields, they floating fortresses eventually were replaced by aircraft carriers. Battleships were named for states.

Cruisers

Smaller than a battleship, cruisers are mainly deployed to conduct raids and protect members of the task force from enemy ships with naval bombardment and gunfire. Cruisers were named for territories, islands, cities and towns.

Destroyers

Small, highly maneuverable and lightly armored. Usually nicknamed the "tin can," destroyers are used to conduct anti-submarine operations. Destroyers were named for deceased Navy and Marine Corps personnel or distinguished civilians.

U.S. Personnel Casualties

Service	Killed	Wounded	Total
Navy	2008	710	2718
Army	218	364	582
Marines	109	69	178
Civilians	68	35	103

Summary of U.S. Ship Damage

Battleships

Arizona sunk, total loss

California sunk, raised, repaired May 1944

Maryland damaged, repaired Feb. 1942

Nevada heavily damaged, repaired Dec. 1942

Oklahoma capsized, total loss

Tennessee damaged, repaired Mar. 1942

West Virginia sunk, raised, repaired July 1944

Pennsylvania slightly damaged, repaired Aug. 1942

Destroyers

Cassin heavily damaged, rebuilt Feb. 1944

Downes heavily damaged, rebuilt Nov. 1943

Helm damaged, repaired Jan. 1942

Cruisers

Helena heavily damaged, repaired June 1942

Honolulu damaged, repaired Jan. 1942

Raleigh heavily damaged, repaired July 1942

Minecraft

Oglala sunk, raised, repaired Feb. 1944

Auxiliaries

Curtis damaged, repaired Jan. 1942

Sotoyomo sunk, raised, repaired Aug.1942

Utah capsized, sunk

Vestal heavily damaged, repaired Feb. 1942

YFD-2 sunk, raised, repaired May 1942

U.S. Aircraft Damage Summary: Lost and Damaged Aircraft

Navy 92 31

Army Air Corps 77 128

from left:
The burned out wreck of a P-40 pursuit aircraft at Wheeler Air Force Base.

Battleship Row under attack by Japanese, December 7, 1941
Three civilians killed while on their way to work by shrapnel from a Japanese bomb.

Ships at Pearl Harbor Lost in World War II

Arizona (BB 39) December 7, 1941

Blue (DD 387) August 23, 1942

Gamble (DM 15) February 18, 1945

Grebe (AM 43) December 5, 1942

Helena (CL 50) July 6, 1943

Henley (DD 391) October 3, 1943

Hull (DD 30) December 18, 1944

Jarvis (DD 393) August 9, 1942

Monaghan (DD 354) December 18, 1942

Neosho (AO 23) May 11, 1942

Oklahoma (BB 37) December 7, 1941

Perry (DMS 17) September 13, 1944

Reid (DD 369) December 11, 1944

Thornton (AVD 11)* May 2, 1945

Tucker (DD 374) August 4, 1942

Utah (AG 16) December 7, 1941

Ward (DD 139) December 7, 1944

Wasmuth (DMS 15)* December 29, 1942

Worden (DD 352)* January 12, 1943

*PT 22** January 12, 1943

*PT 28** January 12, 1943

Japanese Ships Assigned to "Hawaii Operation"

Akagi June 5, 1942 Midway

Kaga June 4, 1942 Midway

Shokaku June 19, 1942 Philippine Sea

Zuikaku October 25, 1944 Leyte Gulf

Hiryu June 5, 1942 Midway

Soryu June 4, 1942 Midway

Hiei November 13, 1942 Guadalcanal

Kirishima November 15, 1942 Guadalcanal

Chikuma October 25, 1944 Leyte Gulf

Tone July 24, 1945 Kure

Abukuma October 26, 1944 Surgao Strait

Katori February 17, 1944 Truk

Akigumo April 11, 1944 Celbes Sea

Arare July 5, 1942 Aleutians

Hamakaze April 7, 1945 South of Kyushu

Isokaze April 7, 1945 South of Kyushu

Kagero May 8, 1943 Solomons

Kasumi April 7, 1945 South of Kyushu

Sazanami January 14, 1944 Yap

Shiranuhi October 27, 1944 Leyte Gulf

Urakazi November 21, 1944 Formosa

Ushio Surrendered at Yokosuka Naval Base

A Date Which Will Live in Infamy

Objectives

Students will:

- Use President Franklin D. Roosevelt's radio address following the attack on Pearl Harbor as a primary source to understand American reaction following the attacks.
- Synthesize knowledge from all lesson plans to understand how different Americans reacted to FDR's call for war.

Resources / Materials

- Primary Document: President Franklin D. Roosevelt's Pearl Harbor Speech attached and at http://www.history.navy.mil/branches/teach/pearl/infamy/infamy6.htm
- Student Worksheet: Reaction to War – attached and on the web at http://www.history.navy.mil/branches/teach/pearl/infamy/infamy5.htm
- If possible, try to obtain either a video or audio recording of President Franklin D. Roosevelt's Pearl Harbor speech. Some suggested sources:
    - The Century of Warfare "Japanese Blitzkrieg: Pacific Theater 1939-1942" – Time Life Series

Background

The day after Pearl Harbor was attacked, President Roosevelt addressed a joint session of Congress and the nation listened via radio. Congress responded with a unanimous vote in support of the war. Later that day, President Roosevelt signed a Declaration of War.

Classroom Activities

1. Distribute a copy of President Franklin D. Roosevelt's speech. Read the speech and ask the students to follow along. If possible, try to obtain either video footage or an audio clip of this speech to allow students to gain a first-hand experience of the speech's impact.

2. Discuss the power of language and Roosevelt's use of strong words to enhance the power of his speech. Ask students to locate examples in the speech of techniques for enhancing a speech, such as the use of repetition, emotionally charged words, appeal to self preservation, and the assurance of moral superiority.

3. Divide the class into three groups and assign them to be civilians, Navy personnel, or Congress to understand the impact of Pearl Harbor on different groups of Americans. The Student Worksheet: Reaction to War will help them understand their roles. Students will then get together as a class and discuss the impact of Pearl Harbor on their group.

4. Ask the class how the attack on Pearl Harbor is viewed today? Does this event help your understanding of the recent attacks in New York City, the Pentagon, and Pennsylvania?

Museum Visit

Upon your visit to the Navy Museum, you and your students will be able to listen to segments of President Franklin D. Roosevelt's address to the nation in the "In Harms Way: The Navy in World War II".

FRANKLIN D. ROOSEVELT'S PEARL HARBOR SPEECH

(December 8, 1941)

To the Congress of the United States:

Yesterday, Dec. 7, 1941 - a date which will live in infamy - the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.

The United States was at peace with that nation and, at the solicitation of Japan, was still in conversation with the government and its emperor looking toward the maintenance of peace in the Pacific.

Indeed, one hour after Japanese air squadrons had commenced bombing in Oahu, the Japanese ambassador to the United States and his colleagues delivered to the Secretary of State a formal reply to a recent American message. While this reply stated that it seemed useless to continue the existing diplomatic negotiations, it contained no threat or hint of war or armed attack.

It will be recorded that the distance of Hawaii from Japan makes it obvious that the attack was deliberately planned many days or even weeks ago. During the intervening time, the Japanese government has deliberately sought to deceive the United States by false statements and expressions of hope for continued peace.

The attack yesterday on the Hawaiian islands has caused severe damage to American naval and military forces. Very many American lives have been lost. In addition, American ships have been reported torpedoed on the high seas between San Francisco and Honolulu.

Yesterday, the Japanese government also launched an attack against Malaya.

Last night, Japanese forces attacked Hong Kong.

Last night, Japanese forces attacked Guam.

Last night, Japanese forces attacked the Philippine Islands.

Last night, the Japanese attacked Wake Island.

This morning, the Japanese attacked Midway Island.

Japan has, therefore, undertaken a surprise offensive extending throughout the Pacific area. The facts of yesterday speak for themselves. The people of the United States have

already formed their opinions and well understand the implications to the very life and safety of our nation.

As commander in chief of the Army and Navy, I have directed that all measures be taken for our defense.

Always will we remember the character of the onslaught against us.

No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory.

I believe I interpret the will of the Congress and of the people when I assert that we will not only defend ourselves to the uttermost, but will make very certain that this form of treachery shall never endanger us again.

Hostilities exist. There is no blinking at the fact that that our people, our territory and our interests are in grave danger.

With confidence in our armed forces - with the unbounding determination of our people - we will gain the inevitable triumph - so help us God.

I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, Dec. 7, a state of war has existed between the United States and the Japanese empire.

Source: The National Archives and Records Administration has posted this document at http://www.nara.gov/exhall/originals/fdr.html. It has been widely reprinted in sources such as: *The Public Papers and Addresses of Franklin D. Roosevelt*. 1941 volume (New York: Harper & Brothers Publishers, 1950): 514-515.

A Date Which Will Live in Infamy
Student Worksheet

Reaction to the War

Think about what you have learned so far about the Japanese attack on Pearl Harbor from the primary sources available. What do you think the reaction was to this event, both at home and abroad? Your teacher will divide you up into three different groups where you will imagine yourself as a group of Americans who are trying to assess the the impact of Pearl Harbor.

Civilians

You live in Cleveland, Ohio, thousands of miles away from Pearl Harbor. You know Europe is engulfed in World War II, but that the United States is not directly involved in war. You did not support American entrance to the war in Europe, but are reconsidering since the attack on December 7, 1941. Now, there is a possibility that some close relatives and friends will enlist in the Navy and be sent abroad.

1. Your neighbors' son is stationed at Pearl Harbor, how do you feel after learning the news about the attack?

2. What is your reaction after listening to President Roosevelt's address to the nation?

3. Has your opinion of the Japanese changed since the attack?

4. What do you plan to do after hearing this speech?

5. How might U.S. involvement in a war affect your hometown?

Navy personnel stationed at Pearl Harbor

Pearl Harbor was attacked only 24 hours ago. You and fellow sailors took a break from the clean up and rescue efforts to gather around the radio to listen to FDR's speech. The attack is still fresh in your mind, with the aftermath surrounding you. You also knew men killed on December 7th.

1. What are you thinking while listening to the speech? Your family at home? Your lost buddies?

2. What is your reaction towards the Japanese?

3. Do you think about the war in Europe?

4. Now that the United States is heading into war, what do you plan to do?

5. Did you expect that you would go to war while you were in the Navy?

Members of Congress

For a long time, both the Senate and the House of Representatives were divided over the war issue. There was much resistance to involvement in Europe, because the destruction of World War I still lingered in your minds. Until now, the United States had only been helping Great Britain and France indirectly. After learning of the attack on Pearl Harbor, you are sitting in a special joint session of Congress listening to President Roosevelt. Later in the day, you will vote on a Declaration of War with Japan. Until now, you were against any involvement in war. You know that because of the Axis alliance, declaring war on Japan means war with Germany and Italy.

1. Does President Roosevelt's speech change your mind about involvement in the war?

2. What is your primary concern at this point?

3. You voted against the Japanese economic embargoes in the 1930s. Has your opinion of Japan changed?

4. As an isolationist before December 7, how has this event changed your world outlook?

5. How will your home district be affected by a declaration of war?

6. Will you take any measures to protect your constituents from discrimination? (Remember this is 1941.)

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